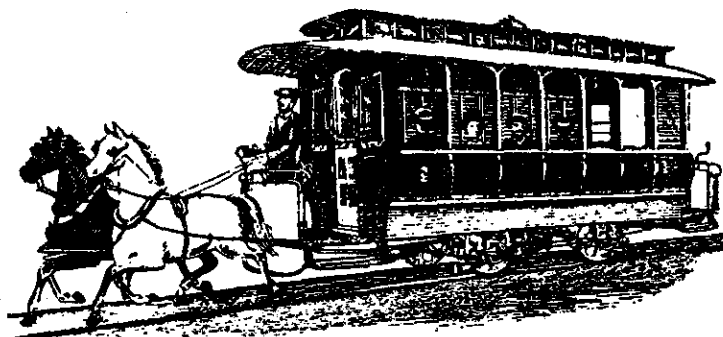


THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association

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Robert M. Butler
Harold Ford, Jr.



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VOLUME 9

JANUARY, 1955

NUMBER 1

Inside this issue, collectors will find an article by Mr. Schwartz, our Secretary, with regard to taking a census of the rare transportation tokens. It is always worthwhile to know the whereabouts of such items--just as records are always kept of the location of great works of art. In the past the response to questionnaires and the like has not been altogether satisfactory. In this case it is of the utmost importance that every collector cooperate, so I trust that all of our readers will check the lists and report promptly to Mr. Schwartz.

Mr. Schwartz reports that he recently purchased the collection of Mr. David H. Smith, of Jackson, Mississippi.

A number of collectors have written in asking for extra copies of the December issue of The Fare Box. I regret that I prepared only the customary number of copies of this issue, hence there are only a few extra copies left and I think it best to save these for new collectors who will want the list of Manufacturers Samples.

The Editor wishes to take this opportunity to express his thanks to the many members who were kind enough to send him Christmas cards. I regret that I lacked the time this year to send out cards, but my best wishes are hereby extended to every collector, now as at every moment throughout the year.

The Secretary has asked me to remind members that now is the time to mail in your dues for 1955. It only comes to \$2.00, and the benefits will again outweigh the expense. So please take care of this matter immediately if you have not yet done so.

If the Editor's mail is any indication, interest in this hobby is again becoming intense, and we should be able to look to a good deal of activity in 1955. The number of hitherto unknown collectors writing in for information about The Fare Box is increasing. Now how about some more articles from you readers to help things along?

THE PROBLEM OF NEW ISSUES, OR, "A TOKENS-OF-THE-MONTH CLUB."

By Harold Ford, Jr.

Consensus: Many collectors seem to be interested in getting the new issues as they come out judging from the number of Kansas City Accommodation and Topeka school tokens Frank Greene and I have sent out. Also, judging from want lists, many of us still lack a number of the recent issues which we have been seeking for months.

Fact: Transit companies do not like to be bothered with opening and answering numerous letters from collectors requesting new issues.

Solution: Create a fund and buy new issues in sufficient quantity with it. This fund could be set up from the AVA treasury, but a better plan would be to have everyone who is interested in new issues kick in a couple of dollars with some committee or person in charge.

Duty: Every member who reports a new issue should be willing to try later to obtain a quantity of that token; from my own experience about 50, and send them to the new issues manager who will reimburse him from the fund. The reporting collector should report the token first--only buy the token in quantity for the manager if he gives the word--thereby eliminating the possibility of two persons' buying before reporting and the manager getting too many tokens. In cases where this will not be possible, the new issues manager could write "one" letter to the issuing company explaining that this "one" letter and "one" order for, say, 50 tokens would eliminate numerous small requests for tokens.

Cost-overall: A fund could be created by "subscriptions" from those interested in such a project. Judging from the sale of past new issues I would think that at least 50 collectors should be interested in a project of this type. If these 50 would each subscribe \$3, we would have \$150 for operation. Each subscriber would receive new issues until the fund needed to be replenished, at which time a call for renewals could be made in The Fare Box.

Cost-per token: By quantity purchases the manager or his representatives, the reporting collectors, could take advantage of the most favorable token rates available. Many transit companies sell tokens by the roll at a considerable discount. This discount, though, would be used by the manager to defray some of his expenses, stationery, postage, etc.; therefore we could not hope to get new issues out to the subscriber for less than catalogue. Quite possibly the cost per token could still run a little over catalogue after the expenses are considered, but considering the time and postage saved and the risk of no answer by a company, the individual collector is still the winner.

Conclusion: The manager or leader of such a project should be someone who is familiar with the collecting fraternity, the members of the AVA, and quite interested and active in correspondence. Now, would some generous, bold, forthright, person put his hand up and volunteer to lead such a project? You probably now say that since he thought it up, why not let him have the job. Well, friends, the truth of the matter is that I am ready and willing, but I am practically in the Air Force for a three to eight year tour of duty. I would be

very glad, though, fully to cooperate by subscribing to a fund, reporting and supplying tokens to the manager or leader of this project should it ever become a reality.

Results: A lot of letters and postage saved. Interested collectors get the new issues when they are new. Of course it would not be practical to send out each new issue to subscribers as it is received by the manager, but say every month or two, or when five to ten different issues have been accumulated, they could be distributed.

HARPERS FERRY, OF WEST VIRGINIA
By Ivan B. Cline

In 1734 Robert Harper took a short cut through the Blue Ridge known as The Hole. He did not realize, however, that he was about to establish a tourist attraction. He had planned to travel farther, but he was so carried away with this dark, craggy, notch where the Shenandoah and Potomac Rivers meet that he decided to abandon the remainder of his journey. He bought a patch of land and started a ferry across the Potomac which provided the name of the town, now known as Harpers Ferry, West Virginia.

The little town, occupying a narrow strip of land at the confluence of the two rivers, has figured largely in early American history. Thomas Jefferson shared Harper's enthusiasm for the place and declared the sight to be worth a trip across the Atlantic. In 1796 Congress provided funds for an arsenal to be built there, and when a rifle factory was later set up, Harpers Ferry became one of the most important industrial towns in Virginia (until 1863 West Virginia was part of Virginia).

(Editor's note: John Brown, the great abolitionist, made his famous raid here, at Harpers Ferry, in 1859, with the intention of starting a general revolt of all slaves in the South. I have been told by several people that they distinctly remember metal tokens having been used on the ferry at this place, a number of years ago.)

FURTHER CORRECTIONS TO ATWOOD'S CHECK LIST

1. Md 60 H - make it brass, not Gs.
2. Pa 70 A - obverse correct, but remove "Inc." from 70 B and C.
3. Pa 150 A B - add apostrophe after OWENS?
4. Pa 400 D - size is 33mm.
5. Pa 455 B - no period after PRES
6. Pa 495 A B C - on reverse, there is a period after TICKET.
7. Pa 515 A - on obverse, delete period after CO
8. Pa 645 B - on obverse, make it LINE, and not Lines.
9. Pa 750 J - on obverse, it is spelled CHESNUT
10. Pa 775 B - there are die varieties of the obverse.
11. SO 500 A B - after CO., note the period and comma.
12. Tenn 375 A B - delete period after CO on obverse
13. Tenn 430 D - on reverse, add the figure 5
14. Tenn 430 Q - comes in Plain & Coated steel.
15. Tenn 710 A - 2 hole sizes: 3 & 4mm.
16. Texas 50 I - comes in Plain & Coated steel.

Will trade or sell C & D Canal token (dated) 1825 at \$2.50, also Ky 510 Y (no period after street), Canada Montreal 620 B at list price, for trade only.

Ivan B. Cline - 808 West Illinois St. - Evansville 10, Ind.

FOR SALE - 100 all different large size tokens for \$6.50 postpaid-- If you are in need of the common 10, 15, 20, 25¢, tokens, do send me your want-list.

Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio

Have 31 Pa 870 A which I will sell at cost to me--50¢ each plus 15¢ for handling.

M. Carmichael - 4041 Delaware Ave. - Klamath Falls, Ore.

APPLICATIONS FOR MEMBERSHIP

The following applications for membership, together with the admission fee and dues, have been received by the Secretary. If no written objection to such applications is received by the Secretary by February 1, 1955, the applicants shall be admitted to membership on February 10, 1955.

181 A. A. Gibbons - 300 Lenox Road - Brooklyn 26, New York
Age 64, retired. Size of collection, 1,000.

182 William G.L. Hofmann - Mapledale Road - Orange, Connecticut
Age 57, Fuel Distributor. Size of collection, 1,500.

183 Gordon B. Cronheim - 230 Park Place - Brooklyn 38, New York
Age 32, Clerk. Size of collection, 400.

CHANGE OF ADDRESS

Emzy L. Thompson, Jr. - 29 Ashley Street - Hartford, Conn.

NEW SIZES OF FONDA, JOHNSTOWN & GLOVERSVILLE TOKENS

(Editor's note: the following is a paragraph from a letter received by Mr. Freiberg from the F J & G which will explain the different sizes of their new tokens.)

The small token that you referred to was used in Gloversville and the larger token that you enclosed was used in Amsterdam. The seven tokens that we are enclosing are just a little larger than the one you enclosed and they were also used in Amsterdam. The reason for the two sizes in Amsterdam is that at one time the token we used was .750" in diameter and this was very close to the size of a U.S. penny and the manufacturer was able to manufacture tokens that were the same size as U.S. coins, but in reordering they wrote us saying that they could no longer continue to do this as the Government had made it illegal to manufacture any tokens the same size or close to the size of a mint coin; therefore, our next shipment consisted of tokens .780" in diameter.

As a further demonstration that those who search will find, Ivan Cline reports that he visited an antique shop in Evansville and found a Mich 845 B in their junk box. The same day he visited a coin shop and located a Mo 910 A. Not bad for one day's work!

-January 1955-

Supplement to Atwood's Check List

-page 5-

By Ralph Freiberg

GEORGIA

Savannah 780 (reported by Morton Dawson)
SAVANNAH TRANS. CO. ONE FARE IN AZALEA LAND
J WM 16 Sq-pc (azalea)(this is 780 G, with square instead of
/a hole punched out) \$0.15

ILLINOIS

Chicago 150 (reported by Max M. Schwartz)
CHICAGO STREET CARETTE ONE FARE
Y o A 22 Sd The Fair State Adams and Dearborn 3.50

KENTUCKY

Lexington 480 (reported by several collectors)
LEXINGTON RAILWAY SYSTEM, INC.
T Bz 20 C-sc Children and School Fare .10

NEW YORK

Amsterdam 25 (reported by Morton Dawson)
FONDA-JOHNSTOWN & GLOVERSVILLE E.R.R. CO. F J & G
G WM 20 Ball Good For One Fare F J & G .15

Troy 890 (reported by Max M. Schwartz)
TROY & WEST TROY BRIDGE COMPANY
E o Vi 25 Sd Pass Vehicle and One Horse 3.50

PENNSYLVANIA

Greensburg 420 (reported by J.M. Coffee, Jr.)
GREENSBURG CITY LINES (BUS)
A B 16 Ball Good For One Fare (bus)(2 slots) .15

WASHINGTON

Spokane 840 (reported by Harold Chesney)
SPOKANE CITY LINES, INC. (BUS)
P o WM 16 Ball Good For One Fare (bus)(2 slots) .15
Q WM 23 Ball Good For School Fare Only (bus)(2 slots) .10
AUTO INTERURBAN CO.
R Bz 16 A One Token .25
S Bz 23 A " " .30

The token reported in last issue as Alabama 560 I should be 560 Y.

RALPH FREIBERG'S COLUMN

I was thinking this would be a short column but in the last few days some new tokens to list have come in. First, we have two tokens reported by Max Schwartz. Max says the Troy token was the missing piece and makes a set similar to Waterford and Cohoes, N.Y. The Chicago token is similar to 150 C D E and F. Seems these tokens carried advertisements on the reverses.

A couple years ago I was reading an article on tokens of Savannah, Ga. It said the people down there were used to buying tokens and stringing them on a large safety pin, and when they came out with a solid token, they were disappointed. So they put out some other tokens with a star out in the center of the tokens. Now they have taken

the solid tokens and cut out a small square in them. Before this, I have always considered a pierced token to be something with a round hole. I don't know just how to list this token, as a listing of Sq-sc would indicate the token originally came that way. So perhaps my listing as Sq-pc will more fit the picture--in other words just to show the square was cut-out later and tokens were used as solids for a while.

I've been waiting for the school token from Lexington to appear for the past few months, so when it did show up early in December, I heard about it from several members as well as getting a couple direct from the company. It took a while for the state commission of Kentucky to approve the fare raise. In Spokane we have some new tokens. Harold Chesney had made a trip to the West Coast and on the way home went through Spokane and discovered the new tokens--and about the same time someone had notified Max Schwartz. It seems they got the tokens when the fare went to 15¢ straight, so the adult tokens are already obsolete; but the school fares are still being used. The Auto Interurban is a company that runs a suburban service and therefore the fares are higher and they also have a couple new tokens for different rides they have. In Amsterdam, N.Y., I have a listing of a token I mentioned last month as possibly being from Gloversville. The company did send an explanation of the change of size to me. This is the first time I have heard from a company saying that they could not have tokens the same size as any U.S. coin in circulation although have heard from others that there cannot be any 21mm tokens made any more (i.e., nickel size) so any company that used a 21 and reorders has to be content with size 20 tokens. I have a token reported by Mort Dawson that looks like it was used on the U.S. border. On obverse: "US-NPS Castillo." The U.S. evidently stands for United States but what NPS stands for I don't know. It is the newer type bus with the latest style bus, so evidently just used recently.

In my listing of sample tokens I mentioned 3 different kinds of buses. In regular tokens, however, there are these 3 major types plus some other minor variations of them. My types of buses mentioned as 1, 2, and 3, in sample list would correspond with: type #1 - Ind 260 A B C D; Ohio 830 D E. Type #2 - Calif 300 B C D J, 395 F G. (Note, there is a variation of this, with the bus on a slight angle instead of straight side view, as Ill 70 E F, 195 D E. This we'll call #2A; most of these types appear on a diamond in center of token.) Then there is Type #3, the new style bus. Henceforth in listing I shall not refer to this as "new style bus" because all tokens with a Ball and 2 slots have this new style bus. Then there is a unique style of bus, as on Ky 480 R (note, however, that 480 S has the regular Type #3 bus).

I have mentioned the above, with regard to styles of buses, because I have been asked about the different kinds of buses to which I have been referring. It is possible just about to estimate the period when these tokens were issued by the style of bus used. For example, no token with #3 bus was used before 1953. Don't know when the #1 and #2 buses were first used, but I would imagine the #1 was used in the 1930's and possibly the #2 was used toward the end of the 1930's or early 1940's.

Don't forget to send your 1955 dues (\$2.00) to the Secretary, now.

LET'S TAKE A CENSUS
By Max M. Schwartz

The hobby of collecting transportation tokens has existed for a good number of years. The late B. Morgenthau commenced his collection at the Columbian Exposition in 1893. However, it is only since 1948, the formation of American Vecturist Association, that any serious attempt has been made to collate the combined knowledge of a great number of collectors. "Science" has been defined as the observation and classification of facts. We can all help to bring our hobby closer to a science by the continual exchange of information.

I have advanced to a number of our members the suggestion that 1955 be considered our census year, not so much for the counting of heads, which is taken care of by the annual publication of the roster, but rather determining the location and sometimes the very existence of tokens described in the Check List. Each of my correspondents has agreed that this would be a worthwhile effort.

I therefore propose to set forth each month, alphabetically by states, a list of those tokens of which I believe five or less are in existence or at least in the hands of collectors. While it is manifest that when tokens are issued, a great quantity are made, nevertheless, it appears that for various reasons, in many cases very few, if any, have been found. All that I beseech of each collector is that he spend ten minutes comparing the list with his collection and then dropping me a line to the effect that such and such tokens on the list are in his collection. The results will be published two months after each list appears.

Quite naturally, the preponderance of tokens in this and the lists that follow will bear a value of \$3.50 in the Check List. However, there are many of them which I believe to be equally rare that have values at the present time as low as 10¢. It is quite obvious that this is an unrealistic situation which should not continue indefinitely. The intent of this endeavor is not to effect revisions of value, although that may prove to be an incidental result. The true purpose of this effort is to gather such information as all of you, with your splendid cooperation, may be able to furnish for the enlightenment of everyone. I sincerely hope that this venture may appeal to your better judgment and that you will advise me immediately which of the following tokens are in your collection. Should you have more than one copy, please tell me so. Because the greatest number of these tokens are valued at \$3.50, I will include the Check List value only of those which are presently listed at less than that amount. The next installment will appear in the Febr. issue, and the results of this installment will appear in the March issue. Thank you in advance for your cooperation. Address replies to Max M. Schwartz - 130 West 42nd Street - New York 36, N.Y.

Ala 120 A
220 F (.25)
470 A (2.50)
560 D (.35)
J (.50)
N (1.00)
Q (1.00)
Y (2.00)

Cal 450 B
525 E
575 B
D (2.00)
615 A
625 C (1.00)
630 C (1.00)
715 A (3.00)

Cal 775 C
815 A
Colo 260 A
300 A
380 A
440 B (1.00)
760 A
860 A

SCHWARTZ' CENSUS LIST (continued)

Ala	800 A (3.00)	Cal	715 B (3.00)	Conn	55 A
	F		C (3.00)		230 A
Ark	150 A		D		235 B(2.00)
	315 A (3.00)		E		290 A
	405 A		F		305 A(3.00)
	435 A (2.50)		745 A		B(3.00)
Cal	220 A		760 A		C(3.00)
	450 A		B		560 H(.10)
			C		

HOW THE BLUE RAPIDS, KANS., DRUMMERS CHECK WAS FOUND
By Harold Ford, Jr.

I have been a student at the University of Kansas these last four years. My Lawrence address has been 1244 Louisiana Street, a large white frame house which is a home away from home for sixteen other boys.

As a few of you already know, I have been carrying on my hobbying during the school months. This led, quite by accident, to the discovery of the Blue Rapids token (Kans 85 A). One evening, about two years ago, one of the boys of the house walked into my room while I was checking some tokens. He became interested in my activity and asked some questions. So I explained to him what a vecturist was, a true blue-blooded one being completely "token-nuts." I also explained the pieces that all collectors prize most, the oldies--horsecars and drummers checks or to the uninitiated, the "Depot to Hotel" tokens.

This fellow said that he believed that he had a token of that type back home. He offered to bring it back to school with him after Christmas vacation. The weeks slipped by and I finally got to see the token--a fare token from the word go.

He had found it the previous summer. He had worked in his home town, Blue Rapids, for a natural gas company. One day while digging to lay a gas line into a house he unearthed the token; this being another example of the fact that tokens are apt to turn up anywhere.

To close this sketch, I want to make a correction in the listing of this token. Part of the obverse inscription should read "Blue Rapids, Kans." not "Kansas." This correction was mentioned once before in this publication, so this correction should not be new news.

MISCELLANEOUS NOTES

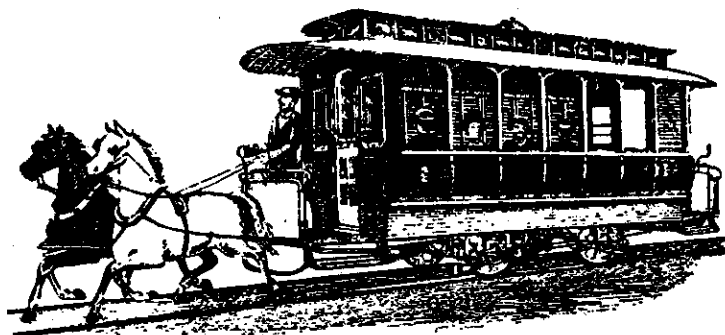
Cincinnati Transit Company has begun using curbstone hostesses on some of its bus lines....The Tacoma Transit Company is now in the process of being purchased by its employees....Zanesville (Ohio) Rapid Transit Co. has had its franchise revoked; no service for 20 days....Balcer Bros. Motor Coach Co. of Bay City, Mich., went out of business on Jan. 1....Canton, Ohio, fares go up on Jan. 27 from 2 for 25¢ to 15¢ straight....token rate in Youngstown, O., went up Dec. 24 from 5 for 70¢ to 4 for 60¢.

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VOLUME 9

FEBRUARY, 1955

NUMBER 2

Mr. Schwartz has asked me again to remind members that it is time to send in your 1955 dues. Please note that dues comes to \$2. A number of collectors have sent in smaller amounts, thus necessitating extra letter-writing on the part of our Secretary. If your dues are not paid by March 1, you will not receive the March issue of The Fare Box.

Mr. Freiberg sent your Editor a huge list of corrections to the Check List this month. Most of these appear inside this issue. Most of them are minor, but we want to make our list as accurate as possible. This list should keep you busy for the next few hours!

The Editor recently wrote to Zanesville, Ohio, to see if their recent fare increase included use of a new token. For the 25¢ I sent them, I received by return mail two nice examples of Ohio 995 A, currently listed at 75¢. So apparently this token is now in use there. So one more scarce token becomes common. Collectors should beware of paying high prices for this item; it is worth just 12½¢. There is a lesson in this for all of us: many old rare tokens may turn up as current one of these days. They used tokens with pictures of horsecars on them in Jackson, Tenn., up until 1938. There are sacks of many valuable tokens lying around company offices, waiting to be used. One example of this is Va 80 A. I don't know where they are, but I've seen thousands of them in bags at the company office. Others are DC 500 H thru M. The company has thousands of them, but won't even answer mail.

We are indebted to Mr. Greene, former A.V.A. President, for the index of foreign countries listed in this issue. With the use of this list, collectors will be able to locate any country's listings of tokens in his back numbers of The Fare Box.

The Editor will welcome any suggestions from collectors toward improving this publication. Your articles are welcome, as are any queries about tokens or the interpretation of our system of listing.

-February 1955-

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To Executive Board Members of the American Vecturist Assn (2/6/55)

Dear Sirs:

I trust that each and all of you are in good health. My best wishes to each of you and my hope that the past holidays treated you all kindly.

I have just received an air mail from our Editor, Mr. Coffee, enclosing a statement showing a deficit of \$34.29 for the last half of 1954, plus an estimate of \$50.00 for the first half of 1955. I have authorized our Treasurer, Mr. Frisbee, to forward the amount of \$84.29 to John in order that The Fare Box will continue on schedule. The deficit is attributed to the fact that more mastheads had to be purchased plus the extra cost of mimeographing for 3 months while John was in Tacoma. May I have your vote on the following proposition.

Proposition 11: That the President's authorization of the Treasurer's disbursement of \$84.29 to John M. Coffee, Jr., for maintenance of The Fare Box for the rest of the fiscal year be accepted.

As you all know, one of our members is in the process of taking a census on the scarce and rare tokens. In your reply to this letter I would like your views pro or con concerning this move. Further action will depend on your views concerning this move, together with other members wishing to contact me with their views concerning it.

I have been approached by one of the Board concerning a revision of the AVA Auction Rules. I feel that the present rules in effect are satisfactory--however if I receive a request from any of our members wishing to sell a sizeable collection including rare items at auction under the auspices of the A.V.A. I would be glad to appoint a committee to revise the rules on which the Board could act.

I had hoped by this time to have something to report concerning the "Foreign Check List Committee." This project seems to be stymied at the present time. I do have hopes that news on this subject may be forthcoming soon.

Mr. Coffee has informed me that revisions of certain states are to appear in The Fare Box in the near future which will be welcomed by us all. I must take the liberty to commend the "Supplement Committee" for the fine work they are doing. I shall retain this committee and trust they keep up the fine work.

I have been giving much thought lately to the fact that this Association bears no accepted 'emblem' or 'cut' at the present time. I therefore propose to this Board that the 'cut' presented at Colorado Springs by Edgar Levy and accepted by the members present then, be again subjected and accepted by this Board. Please give me your vote on the following proposition:

Proposition 12: The Emblem Cut as presented by Edgar Levy at Colorado Springs in 1952, be again presented and accepted by this Board. Authorization by Mr. Levy has been in my possession for some time.

If the above proposition passes this Board I shall be able to go ahead and advise the "Emblem Committee" and possibly work out something concrete in time for the convention at Seattle in August.

I believe this takes care of the matters on hand, Gentlemen, and I would appreciate hearing from you in the near future. My best regards to each of you and good health to all.

Respectfully yours,

QUINCY A. LAFLIN
President, A.V.A.

For sale or trade - DC 500 A (5); 500 F (2); 500 AB (3). Also Brazil 150 A (1). Will purchase at catalog Mass 45 A B, 505 A; R.I. 700 B C; Conn 345 A; Vermont 150 A; N.H. 640 E F.
Charles H. Schwab - 28 Agawam Road - Waban 68, Mass.
Have one Pa 750 AD in excellent condition for best trade or cash offer
William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa.
Have many duplicate tokens cataloging 10¢ to 50¢ for stamps, coins, paper money, of any countries.
John Metz - 1033 Seminary Ave. - St. Paul 4, Minn.
I have several hundred tokens that catalogue at 15¢ each--how many different do you want at 12¢ each. 100 all different large size tokens \$6.50 postpaid.
Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio
For sale at 15¢ apiece: Manufacturers' Samples 5L, 5M, 5N (send a stamped envelope). Wanted: Mfg's Samples: 1A, 4A, 5D, 7C, 7D, 7F, 9A, 13B thru 13J, 14D-E-G-H, 15A, 17 all, 18A, 19A, 31D, 31F, 31G, 32A, 32C, 34A, 35A, 36A.
Kenneth Smith - 328 Avenue F - Redondo Beach, Calif.
For sale: I have a few DC 500 M at 25¢ each. Pa 870 A at 50¢ (have only one). NY 630 K at \$1.50 (only one). Two damaged Tenn 375 C at 25¢ each. Also a few Va 620 H at 50¢ each. 3¢ postage on all orders please.
J. M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

APPLICATION FOR MEMBERSHIP

The following application for membership, together with the admission fee and dues, has been received by the Secretary. If no written objection to such application is received by the Secretary by **March 1**, the applicant shall be admitted to membership on March 10, 1955.

184 Robert A. Rieder - 1303 So. Monroe Street - Amarillo, Texas
Age 24, Assistant Personnel Psychologist. Collecting 10 yrs,
Has 200 tokens.

INDEX TO LISTS OF FOREIGN TOKENS IN THE FARE BOX Compiled by Frank C. Greene

Argentina (July 53)	France (May-July 54)	Pakistan (August 53)
Australia (Aug-Sep 53)	Germany (Oct 53-Feb 54)	Paraguay (July 53)
Brazil (March 54)	Guatemala (Oct 51)	Peru (April 54)
Chile (March 54)	Greece (April 54)	Scotland (Dec 49-Mar 50)
China (August 53)	Haiti (Oct 51)	Spain (April 54)
Colombia (Oct 51)	Honduras (Oct 51)	Sweden (Nov 51-Mar 53)
Costa Rica (Oct 51)	India (August 53)	Switzerland (Sept 54)
Cuba (Oct 51)	Ireland (April 50)	Turkey (April 54)
Czechoslovakia (Apr 54)	Israel (April 54)	U. of So. Africa (Aug 54)
Denmark (May 53)	Italy (July 53)	U.S.S.R. (Aug 53)
Ecuador (Oct 51)	Jamaica (Aug 53)	Uruguay (April 54)
Egypt (July 54)	Mexico (Sept 51)	Venezuela (Oct 51)
England (Apr 50-Sep 51)	New Zealand (Aug 53)	Wales (Mar 50-April 50)
Finland (June 53)	Norway (April 53)	

It is very gratifying to report that the proposed census of hard-to-collect tokens has been very well received by the members of the Association, almost all of whom have written words of praise. As was expected, the cooperation tendered and promised is almost universal and many replies have already been received, indicating the existence of such tokens as were in the collections of the respective member. A few have not answered yet, but it is hoped that they will do so in time so that their names can be published as being the owners of some of these pieces. If you are one of those who have not yet answered me, please do so at once.

The following is the list of tokens that I wish to propose along the same lines for this month and I would like your response to reach me before March 31. If you have any suggestions with respect to tokens you think should have been included on any of the states, alphabetically from Alabama to Illinois, please write me and your suggestion will receive my sincere attention. Please address all replies in this matter to Max M. Schwartz - 130 West 42nd St. - New York 36, N.Y.

Conn 160 A	Ill 95 A (\$2.50)	Ill 220 D (\$2.00)
230 A	120 A (1.00)	320 C
235 C	125 A (1.00)	350 A
Fla 310 A (1.00)	130 F	370 A (.25)
530 A	135 C (2.00)	415 A
Ga 60 A	D (2.00)	435 A
B	150 E (2.00)	455 G (.15)
C	F (2.00)	460 B (3.00)
D	G (2.50)	K (1.00)
E	H (2.50)	580 A
F	J (2.50)	605 A
G	K (3.00)	B
270 A	L	620 A (.50)
630 B (.10)	M	680 A (1.00)
750 A	O (1.00)	760 B (1.00)
B (3.00)	R (1.00)	768 A
C (3.00)	Y	795 E
D (3.00)	190 B	F
F (3.00)	195 A	P (.10)
905 A (1.00)	C (2.50)	820 A
Ill 25 B (2.00)	200 E (2.00)	B (2.00)
C		

MORE CORRECTIONS TO ATWOOD'S CHECK LIST

1. Ala 240 B - on obverse add comma after COMPANY,
2. Ariz 640 B - open & closed diamond on obverse
3. Calif 100 A - on obverse delete comma after BRISBANE
4. Calif 630 A B - on Rev. add comma after PASADENA, 630 C has no comma
5. Calif 715 L - plain & coated steel
6. Calif 825 A B C - change "Student" to STUDENTS
7. Calif 950 D - on obverse add periods after B. & B.
8. Colo 300 A - one side has periods after TRANS. CO. and other side has no such periods

MORE CORRECTIONS (continued)

- ~~9~~ Colo 860 A - on obv change 3¢ to 3c
- ~~10~~ Conn 35 B - on obv no comma between LINE and INC.
- ~~11~~ Conn 35 K - on obv add letter C
- ~~12~~ Conn 85 A - on obv no period after D making it D & B.
- ~~13~~ Conn 305 D - obv is all right as is
- ~~14~~ Conn 305 E F - no comma between LINE and CORP.
- ~~15~~ Conn 345 B - on obv add comma after NORWICH,
- ~~16~~ Conn 520 A B C - on obv no comma after LINES
- ~~17~~ Conn 560 F G - on obv no comma after LINE
- ~~18~~ Fla 530 A - on obv add N to CIN'T making it CIN'TN
- ~~19~~ Fla 625 A - one side does not have bus on it, so make obverse without it
- ~~20~~ Fla 710 C - on obv no comma after TRANSIT
- ~~21~~ Fla 860 A - on obv no period after AUG, so make it ST. AUG 15
- ~~22~~ Fla 910 H - make it wide and narrow T-sc
- ~~23~~ Fla 960 F - on rev change 9:44 to 9-44
- ~~24~~ Ga 880 A - on obv add (BUS)
- ~~25~~ Ga 880 A - on rev make it read GOOD FOR ONE FARE (BUS)
26. Ill 40 A - on rev there are two varieties
- ~~27~~ Ill 125 A - comes in thick and thin
- ~~28~~ Ill 130 D - 2 var: diff in spacing
- ~~29~~ Ill 135 A - on obv add periods in U. & C. RY.
- ~~30~~ Ill 200 E - on rev add -4:30 to 6:30 P.M.
- ~~31~~ Ill 320 A B - counterstamped on both sides of tokens
- ~~32~~ Ill 545 A - on obv after CO. add comma, making it CO.,
- ~~33~~ Ill 600 A - on obv no comma after LINE, making it LINE INC.
- ~~34~~ Ill 670 A - on obv after LINES add comma making it LINES, INC.
- ~~35~~ Ill 760 D - on both sides delete periods after RY CO
- ~~36~~ Ill 795 A C - have comma after HANSON, on rev. B & D are OK as is
- ~~37~~ Ill 815 A B C D - on obv add comma after COACH making it COACH, INC.
- ~~38~~ Ill 890 C - plain & coated
- ~~39~~ Ind 460 D to H - on obv no comma after INDIANAPOLIS
- ~~40~~ Ind 460 H - delete periods after initials making it C W CHASE
- ~~41~~ Ind 460 S - delete periods after initials making it C W CHASE
- ~~42~~ Ind 500 A - make it WHITE METAL, and not brass.
- ~~43~~ Ind 520 D - there are 2 varieties of reverse
- ~~44~~ Ind 860 B - on obv delete period after CO
- ~~45~~ Ind 890 D - 2 varieties of reverse
- ~~46~~ Ind 960 C - on obv add MOTOR making it SOUTH SHORE MOTOR COACH CO.
- ~~47~~ Iowa 30 A - add periods to make obv FT. D. DM, & S. COLLEGE LINES
- ~~48~~ Iowa 30 D - comes in brass-plated and silver-plated steel
- ~~49~~ Iowa 110 A - add (large & small letters)
- ~~50~~ Iowa 110 C - add (die varieties)
- ~~51~~ Iowa 110 D - make it 3 varieties on rev
- ~~52~~ Iowa 150 B - metal is Bronze
- ~~53~~ Iowa 150 E - on obv delete CO between RY. and CEDAR
- ~~54~~ Iowa 230 L - 2 varieties on rev
- ~~55~~ Iowa 270 A - add rev variety
- ~~56~~ Iowa 380 E - fine & rough background varieties on rev
- ~~57~~ Iowa 600 B - make it 3 varieties of rev
- ~~58~~ Iowa 730 B - on both sides delete period after L making it T. & L CO.
- ~~59~~ Kans 970 E - make it wide & narrow W
- ~~60~~ Ky 10 H - make price 10¢
- ~~61~~ La 810 B - delete apostrophe in CHILDS on rev
- ~~62~~ Maine 480 B - delete period after RY; make it read R'Y CO. on obv

MORE CORRECTIONS (continued)

- ~~63.~~ Md 60 Q - on obv correct spelling is WETZELBERGER
- ~~64.~~ Md 60 S - variety in spacing
- ~~65.~~ Md 380 A B - on obv add comma making it CUMB.,
- ~~66.~~ Mich 65 G - put hyphen after BAY instead of before Bay, making it SAGINAW BAY-
- ~~67.~~ Mich 60 A - is all right, but 60 B has periods after RY. CO.
- ~~68.~~ Neb 500 A - on rev it should be KEARNEY ELECTRIC RAILWAY ONE FARE (pronounce it "Carney," by the way)
- 69. Neb 540 X - 3 varieties on rev
- ~~70.~~ NJ 885 B C - comma after MATTHEWS, on obv
- ~~71.~~ NM 40 C - wide & narrow A
- ~~72.~~ NY 315 - name of town is GLENS FALLS
- ~~73.~~ NY 630 W - add period after DEP'T. on obv
- ~~74.~~ NY 631 B - make it 22mm
- ~~75.~~ NY 631 H - make it 24mm
- ~~76.~~ NY 631 K L - make it 24mm
- ~~77.~~ NC 350 A B C - on obv add comma after period in CO., on obv
- ~~78.~~ NC 450 C - 2 varieties of rev
- ~~79.~~ NC 950 B - wide & narrow T
- ~~80.~~ Ohio 475 BL to BS - there is a period after OHIO. on obv
- ~~81.~~ Ohio 475 BL BM - add comma after period in INC., on obv
- ~~82.~~ Ohio 505 B to G - there is no period after initial H so make it H W. ARNOLD on rev
- ~~83.~~ Ore 160 C - reverse reads GOOD FOR ONE RIDE
- ~~84.~~ Pa 70 C - add large & small center hole, also spacing variety
- ~~85.~~ Pa 175 B - on obv add comma after SERVICE,
- ~~86.~~ Pa 195 D - metal is copper
- 87. Pa 325 B - 2 varieties of rev
- ~~88.~~ Pa 480 A B - delete comma after CREEK on obv
- ~~89.~~ Pa 485 L - size is 20mm
- 90. Pa 575 E - 2 varieties of rev
- ~~91.~~ Pa 590 - correct name of city is MAHANAY CITY
- ~~92.~~ Pa 600 A - on obv delete period after CO
- ~~93.~~ Pa 750 P - rev reads FIFTH AND SIXTH STS.
- ~~94.~~ Pa 765 V - no period after CO 765 T and U have the period
- ~~95.~~ Pa 765 X - letters on rev PRC are incuse; rest is regular
- ~~96.~~ Pa 775 B - previous correction was wrong; obv should read CO., INC. also large & small letters
- ~~97.~~ Pa 870 A - on rev add letter T
- ~~98.~~ Pa 965 E - change metal to Brass
- ~~99.~~ Pa 980 A - delete comma after WHITAKER on obv
- ~~100.~~ SC 240 A - wide & narrow C
- ~~101.~~ SD 10 H - plain & coated steel
- ~~102.~~ Tenn 540 A - wide & narrow W
- ~~103.~~ Tex 60 A - size is 16mm
- ~~104.~~ Tex 135 A - on obv add FOR to read FOR ONE FARE
- ~~105.~~ Tex 135 A - on rev add UN to read UN VIAGE
- 106. Tex 145 D - add die varieties
- ~~107.~~ Tex 255 D - on obv after CO make it CO.,
- ~~108.~~ Tex 340 E F - on obv no period after TRACT
- ~~109.~~ Tex 950 A - on rev add period after TEXAS
- ~~110.~~ Utah 750 A - correct size is 29mm; phone number should be 2858
- ~~111.~~ Utah 750 G H - on rev no periods after initials in R H JONES
- ~~112.~~ Va 80 A - on rev city should be LACEY
- ~~113.~~ Va 580 T - size is 23mm (reported token was mutilated)
- ~~114.~~ Va 620 N - on rev delete ø after 5 making it just 5

-February 1955- -page 15-
Supplement to Atwood's Check List By Ralph Freiberg

ILLINOIS

Calumet City 100 (reported by Lee Pierson)
 SCHAPPI BUS LINE CALUMET CITY, ILL.
 A o WM 21 Sd Good For One Fare \$2.00

KENTUCKY

Paducah 680 (reported by John Nicolosi)
 PADUCAH TRANSIT CORP. (BUS)
 L Bz 16 Ball Good For One Fare (bus)(2 slots) .15

MICHIGAN

Benton Harbor 75 (reported by R.K. Moulton)
 BENTON HARBOR & ST. JOE MICH.
 K B 16 Apl-sc Good For One Fare (silver-plated) .20

Detroit 225 (reported by R.K. Moulton)
 DETROIT & CANADA TUNNEE CO.
 K WM 16 Sd Good For One Fare .15

PENNSYLVANIA

Hazleton 455 (reported by Michael Super)
 LEHIGH TRACTION CO. HAZELTON, PA.
 E o B 23 Spoke Good For One Fare C.B. Houck V. Pres.

CANADA - NOVA SCOTIA

Donkin 200 (reported by A.D. Jordan)(see March 1950 Fare Box)
 DONKIN BUS SERVICE
 A o B 26 Ch Good For One Fare .25

RALPH FREIBERG'S COLUMN

Heading this month's discoveries we have a token from Calumet City, found by Lee Pierson. This token was used before 1932, although the company didn't go out of business till 1951. There are quite a few tokens like this that were used in the late 20's or 30's but no one has known about them until now. It's possible that no more than a couple of these may be found but for a few months it is hard to put a price on them. There are many tokens of which fewer than 5 exist. These should command top price if no more are found. So if collectors will cooperate and report to Mr. Schwartz on his census list, it will be possible in time for us to arrive at true values of tokens. Johnnie Jones reports an old token from Springfield, Mo., but on looking up the charter for the company he finds the Springfield Electric St. Ry. was granted a franchise October 4, 1889, but sold out before they went into operation. Since a token does exist, it's possible they ordered tokens but never used them. However, it is possible the token was used. It is brass, scalloped edge, "Springfield Electric St. Ry Springfield Mo." on obverse; "One Full Fare" on reverse. Mike Super reports another token, used before 1922. Tokens sold 7 for 25¢. It's possible this was overlooked by some; it is similar to Pa 455 B but has a spoke in center instead of a cross. That is, the new one has 6 holes punched out, while the one with cross has only 4 holes. This is another case of not knowing previously that they existed. In the meantime, the Supers will try to dig up some more of these. No price will be listed until we see how many can be turned up.

Benton Harbor has gone over the 15¢ fare up to 3 for 50¢ (20¢ cash). So plated apple token (silver-plated) is the only one now in use. Rod Moulton reports a white metal solid from the Detroit Tunnel. Only a small quantity of these have been used so far, so can't get for everyone yet. However, when their other supply of tokens runs short, these new ones will be put in use and there'll be plenty for all.

Paducah Bus Line was run by another company and they gave up as of January 1, claiming they couldn't make any money. So American Transit Co. took over operations with a 15¢ fare, 8 tokens for \$1.00. It is difficult to obtain the tokens at present as they claim they only have a limited supply. This will explain the reason why, if you send and don't receive any tokens from them. Perhaps in another month they will reorder.

Buffalo, N.Y., has gone to 20¢ or 6 tokens for a buck, and mentions that this is the first company in New York State to go over 15¢. A few years ago we were watching companies that went from a dime to 15¢ or 2 for 25¢; now we can watch companies that go from 15¢ to 3 for 50¢. No news of any new token from up there at present, so I imagine the old tokens are still being used. Portland, Ore., has also gone to 20¢ or 3 for 50¢, but at present the old tokens are still used, I think.

The token I thought to have been from Texas has turned out to be from St. Augustine, Fla. Mr. Coffee has something to say about this somewhere else in this issue, but till we can find out it is definitely used on a bus ride, it may not be listed. However, if information can be shown that it was possibly used on the return part of the tour then it will be listed.

THE CASTILLO TOKEN

When Mr. Freiberg reported that token inscribed "U.S.-N.P.S. CASTILLO" I immediately suspected it was National Park Service, used at Castillo de San Marcos National Monument in St. Augustine, Florida. I wrote down there, and received the following letter in reply:

"Dear Mr. Coffee: In reply to your letter of Jan. 7, I regret that our supplies of tokens are considered accountable property and are not for sale. Your 25¢ is returned. The entrance fee to the Castillo is 25¢ and the token and fare box have proven to be the most practical and least objectionable method of accounting for paid admissions. The fee paid is an overall fee for all parts of the Castillo, including free literature, like the enclosed; self-guided and marked tours; free conducted tour service; museum; information service; and other normal service of that sort. The area is part of the National Park System. The token system has proven best at this area, as the fort is a compact structure and visitation heavy. This might not be the case at other areas. According to your letter, it appears that some of your members have visited the Castillo and have succeeded in walking away with a token. It could be an embarrassing situation for one to be caught at, especially if a Ranger were on the scene."

Now, from the above, it would seem as though the token is simply an admission check and has nothing to do with transportation, despite the picture of a bus on it. Any further light on this will be welcome.

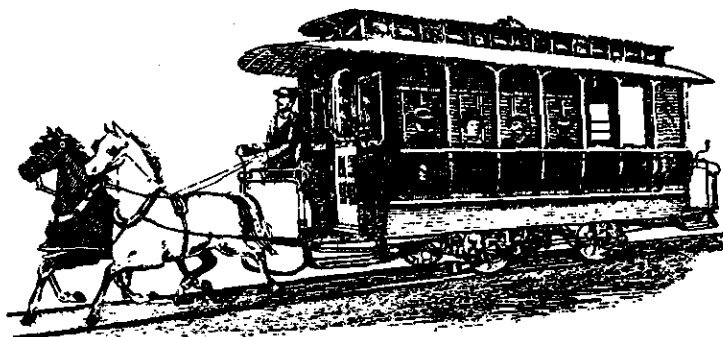
- J.M.C.

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

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Association

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VOLUME 9

MARCH, 1955

NUMBER 3

We regret to report that our two good California friends, Mr. Basil Brandon and Mr. Howard Laible, are very ill. Mr. Brandon is in San Francisco General Hospital. Latest reports are optimistic, however, and we look forward to a resumption of activity on the part of both these gentlemen.

Another long list of corrections this issue. While corrections are always with us, we hope that the lists we have been running the past few issues will help bring things up to date.

John Nicolosi reports on how the Northfield, Minnesota, tokens got that name "St. Olaf Bus." It seems that St. Olaf College is located only a mile and a half from Northfield, and the bus operates over St. Olaf Street between Northfield and the college. Mr. D. Tille is the driver of the bus. Mr. Nicolosi received this information from Mr. Tille himself, he reports.

Included with this issue collectors will find postcards on which they may record their pleasure with regard to a new issues project. Please fill out the cards and mail them as soon as possible, because this project needs every bit of encouragement. Remember to put a 2¢ stamp on the card before you mail it.

Remember that you will be dropped from the membership roster if your 1955 dues have not been paid by April 1. Please take care of this item immediately if you have not yet done so. I might add that members of the Seattle Transportation Token Club should send in their \$1.00 dues for 1955 immediately (to 609 Peoples Bldg - Seattle 1) if they have not yet done so.

I am happy to report that Mr. Ferguson has finally finished work on a completely revised list of Canadian Transportation Tokens, and that the list is now in the hands of Mr. Schwartz. It will shortly be run serially in The Fare Box.

WHAT IS A 16mm TOKEN?

By Ralph Freiberg

A 16mm token to us token collectors is something we have taken for granted for some time. In reality it could be called either a 16 or a 17mm token as it is exactly $16\frac{1}{8}$ mm. However, there will be a change in this designation if you go into a bus company. They would not know what you were talking about if you asked for 16mm tokens, since they know it as a size .650. Also some of you who ride the buses, if you look at certain fare boxes they will be marked for .650 tokens and also for .900 tokens which are our size 23.

In measuring some of our tokens, however, I have found some which are over the .650 size and really should be called 17mm. I wish some of my fellow collectors would measure the following tokens and see if they think I am right. Iowa 30 B is one of this type, and is marked 17. I also believe these tokens were made by other manufacturers than the major ones. So will some of you please examine the following and let me know if you think they are bigger than our standard 16 size. $16\frac{1}{8}$ is called a 16, but $16\frac{5}{8}$ should be size 17. Check: Ind 500 A; Mich 60 A; NJ 20 E F; Ohio 25 A; Pa 305 E; Wisc 500 D. On this last token, Wisc 500 D, the lined background token is a 16, but the one with the plain background is a larger token, so my opinion is that 500 D should be the 17mm one and that a new number, 500 E, should be the one listed as 16mm size.

So if some of you will measure these and let me know, perhaps we can straighten things out. Is is very easy to put a listing into the Check List, but quite difficult to remove a listing.

I also wish to make a correction on token for Pa 750 M, as there is lettering inside of the triangle which I cannot make out exactly. If anyone can read it, please let me know.

MISCELLANIES

Signs of the times: Springfield (Mass.) St. Ry. Co. has announced it will go out of business June 30. Lorain, Ohio, bus service threatens to cease unless they start to show a profit. Valley Motor Transit Co. of East Liverpool, Ohio, will suspend service next December 8. The Quaker City Bus Line of Salem, Ohio, has stopped its city bus service. Elmira (N.Y.) Motor Coach Co. suspended operations March 5, but a new company will give it a try there. Duluth-Superior Transit Co. says it will go out of business "unless the union adopts a more realistic attitude." Triple Cities Traction (Binghamton, N.Y.) says it will be forced out of business unless fares go up to 20%. The last streetcar operated on Omaha & Council Bluffs St. Ry. on March 4. A new 8-mile high speed rapid transit line (using subway-type trains) has opened in Cleveland. Toronto plans two more subway lines.

This item from Mr. Zubryski, out of the Minneapolis Tribune: "The Hennepin Avenue bus was jammed. The driver was doing his best to keep a cheerful mien. He asked the straphangers to move to the rear. All obliged save one woman right at the front of the bus. 'Move to the back of the bus, please,' he called again politely. It was quiet for a moment. Then to the same woman, he said, 'that's fine. Now the other foot.'"

SCHWARTZ' CENSUS FOR MARCH

Inasmuch as the April issue of The Fare Box will contain a roster of members, the results of the February and March Census will appear in the May issue. Nevertheless, please report promptly which of the following tokens you have, to Mr. Schwartz - 130 West 42nd St. - New York.

Cal 715 R	Ind 460 N (1.00)	Ind 980 C (.50)
Fla 530 G (.50)	P (.25)	995 A (2.50)
Ind 180 B	500 A (.15)	B (2.50)
200 C (1.00)	510 A (1.00)	Iowa 30 C (.50)
350 C (.15)	B (1.00)	D (1.00)
450 B (.50)	C (.50)	110 A (3.00)
C (2.00)	D (.50)	B (3.00)
D (.50)	520 A	130 A
460 A	E (.25)	150 A
B	610 D (.15)	180 A (3.00)
C	680 A	230 A
E (.25)	685 A (2.00)	K (.10)
F (.25)	700 C (2.00)	240 A
G (.25)	D (2.00)	300 A
I (.25)	E (2.50)	B
J (.50)	860 A	C
	930 A	F (1.00)

CALL FOR NOMINATIONS

The Constitution and By-Laws of the American Vecturist Association (Article V) provides for the election of officers to be held at the annual convention, which this year will take place on August 6 & 7, 1955. To initiate such proceedings, I do hereby issue a call for nominees. These may be made by any member in good standing.

Nominations in writing are to be sent to the Secretary, Max M. Schwartz - 130 West 42nd Street - New York 36, N.Y., who will thereafter communicate with the proposed nominee, requesting his or her acceptance. Such nominations will be published in subsequent issues of The Fare Box, together with the action of the nominee thereon. Nominations will close on June 6, 1955.

All five offices: President, Vice-President, Secretary, Treasurer, and Curator, are open for nominations. If you desire to make any nominations, please do so at an early date.

- QUINCY A. LAFLIN, President.

ADDITIONAL CORRECTIONS TO ATWOOD'S CHECK LIST

1. Ariz 840 C - on rev. add 2 varieties
2. Ark 885 C - on rev. add 2 varieties
3. Colo 300 B - on obv. add Die Varieties
4. Colo 760 F - 2 varieties of rev.
5. Colo 860 A - add period, making it 3c.
6. Conn 35 E - the previous correction to this was in error, it was meant to be for 305 E.

For sale - pictures of the Evansville & Colorado Springs conventions
size 3½ x 5, 30¢ each, postpaid.
Ivan B. Cline - 808 West Illinois St. - Evansville 10, Ind.
For sale - 100 all different large size tokens \$6.50. 100 all different
16mm tokens \$7.50. 100 all different 15¢ tokens \$10.00. Post-
age extra.
Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio
For sale or trade at catalog: Minn 600 B. N.D. 600 B (no rim).
Pa 70 A, 70 B (large & small square).
John G. Nicolosi - 2579 35th Ave. - Oakland 1, Calif.
For sale - 25 small and 25 large tokens all different, \$3.25. Have
a few Mass 115 I at 15¢ plus postage. Also Mass 210 B at 14¢.
Charles H. Schwab - 28 Agawam Road - Waban 68, Mass.
For sale - Fla 380 O, 35¢. NY 631 C, 25¢. NY 631 D, 25¢. NY 631 E,
25¢. Ohio 165 Y, 25¢. Have one of each.
Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

CHANGE OF ADDRESS

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Connecticut
Charles W. Schermerhorn - 1601 Central Avenue - Albany 5, New York

CORRECTIONS TO ATWOOD'S CHECK LIST (continued)

7. Ill 70 C-D - there is a hyphen on token, but it is very faint
8. Ill 200 B - wide & narrow N
9. Ill 455 I - on rev. add diamonds & no diamonds
10. Ind 460 M - obverse should be same as on 460 S
11. Ind 860 H I J - add period & comma after TRANS., (correction to
previous correction)
12. Md 60 AE & AF - on obv, there is a comma after MARYLAND,
13. Mass 550 F - add period after W on obv, making it D. & W.
14. Mich 60 B - 2 varieties: 1 period & 2 periods after RY..
15. Mich 515 B - on rev. hyphen between ISHPERING-NEGAUNEE
16. Mo 870 A - there are periods after C.S. on both sides
17. Nebr 420 A - spacing varieties
18. Nebr 420 H - has a G in center, not G
19. Nebr 540 E - has Gh in center; no periods after CO & NEB on obv.
20. Nebr 540 K - it is spelled WIEDERSPAN
21. Nebr 540 M - it isn't round; it is octagonal (25mm); also add a
comma after LINCOLN,
22. NJ 825 A - on obv add comma after SALEM, (in Salem, N.J.)
23. NJ 825 B - on obv delete comma after SALEM (in Salem N.J.)
24. NY 631 A - counterstamped numerals & not counterstamped
25. Okla 380 A - 2 types of letter G
26. Ohio 230 L - on obv add comma after DAYTON,
27. Pa 440 E - on obv there are periods after A. & Y.
28. Pa 555 A - on obv add comma after WEIMER,
29. Texas 50 G - make the value 15¢ (rate is now 2 for 25¢)
30. Va 700 D E - have same reverse as that listed under 700 E
31. Va 700 E - add comma after DOWER, on rev
32. Va 700 F - add comma after DOWER, on rev
33. Wash 40 F - add hyphen between BIRCHWOOD-BELLINGHAM on obv
34. Wash 710 B - on rev make it 10 Cts. instead of ¢
35. W.Va. 100 B - change 15c to 15¢

CORRECTIONS TO ATWOOD'S CHECK LIST (continued)

36. W.Va. 200 A to E - make it ϕ instead of c
37. W.Va. 890 B - there is a period after EAST. (other tokens with this word may also have such a period)
38. Wisc 30 A - two varieties of reverses
39. Wisc 40 C - the metal is copper
40. Wisc 180 C - correct inscription reads WOLF'S BUS LINE. EAU CLAIRE, WIS. GOOD FOR ONE PASSAGE. (reverse is the same, but has no comma after EAU CLAIRE)
41. Wisc 300 B - on obv add period & comma, making it CO.,
42. Wisc 330 C to F - on obv delete comma after LINES
43. Wisc 420 B - rev reads GOOD FOR ONE RIDE FROM WILLIAMS HOUSE TO DEPOT
44. Wisc 510 F - obv add period after R'Y. Rev should read M ST. R'Y. CO.
45. Wisc 620 B - has wide & narrow O
46. Wisc 680 B - delete (BUS) from obverse
47. Wisc 700 E - on rev delete periods after AM & PM
48. Wisc 700 F - there are 3 varieties of reverses
49. Wisc 930 C - 2 varieties of reverse
50. Wisc 940 A B - on both sides delete period after CORP
51. Wyo 120 B - on rev delete comma after CHEYENNE
52. DC 500 P - add letter C to reverse
53. Alaska 450 I to L - delete comma after KETCHIKAN on rev
54. Porto Rico 640 C - on rev add word SCHOOL
55. Maverick 27 - delete as it is a trade check
56. Maverick 34 - correct spelling is BRAHN

(Obv means OBERVERSE (heads); Rev means REVERSE (tails).)

WATCH WHAT YOU PUT IN THE FARE BOX

A coin collector's dream--and a headache for Twin City Rapid Transit Co. (TCRT)--brought a warning Thursday from James Lynch, attorney. Bus riders who use "foreign" tokens in Twin Cities buses, he said, may subject themselves to prosecution. Lynch issued his warning after TCRT officials complained that a small flood of tokens carrying the Skyline Bus Co. name were appearing in TCRT fare boxes. Sydney W. Goff, attorney representing TCRT, said the loss in fare from "foreign" tokens exceeded \$150 in January, after investigation revealed the Skyline firm, which had operated about a year in Canon City, Colo., no longer was in business. TCRT could not exchange tokens with the firm, a practice normally used to dispose of "foreign" tokens. TCRT investigators traced the Skyline tokens to 2 St. Paul stamp and coin shops where they were being sold 7 for \$1. The TCRT rate is 5 for 90¢. The Skyline tokens were deceptively similar to a TCRT token used in St. Paul except for the name. Two dealers told Lynch they bought the Skyline tokens from a New York firm that specialized in sales of coin items for collectors. Both firms said they sold the Skyline tokens as collectors' items.

- from the MINNEAPOLIS TRIBUNE

(Above article was sent in by Mr. Zubryski and is of considerable interest to collectors. P.S. - Twin City Rapid Transit has just purchased a copy of Atwood's Check List from us.)

RESULTS OF THE JANUARY CENSUS

By Max M. Schwartz

Below are published such information with respect to the January census as has reached me at this time. I hope you will agree with me that the information adduced is very enlightening. What will be done with these results and those of subsequent census that I hope to take remains to be seen. There is a suggestion afoot that this effort be made an undertaking of the Association and that such conclusions and recommendations as may be made bear the stamp of approval of the Association. I agree with such a course, but it remains for the Board to decide what, if any, action should be taken.

I sincerely believe that I have, to the best of my ability, noted the existence and ownership of each of these tokens of which I have been advised. If I have erred in any respect, I do hereby tender my apologies and if my attention is called to such errors of omissions, I will attempt to correct them in subsequent issues. I am advised that Mr. Atwood is in possession of a rubbing of Ala 120 A and that he has been told of the existence of Calif 450 A. Further, that Mr. Laible who is, unfortunately, so ill that he can't write, is the owner of a copy of Calif 775 C and probably a number of other items in this group. I give this explanation because, as you will note on the list below, these tokens are not otherwise placed.

In order to conserve space, I have given a number to each collector having any of the pieces in this group and these numbers have been assigned in alphabetical order. Unless objection is raised thereto, the same method will be followed in the publication of subsequent results although, naturally, the numbers in each case may differ. For this issue, the numbers are as follows:

1 Atwood	5 Cline	9 Emrick	14 Jefferson
2 Baake	6 Coffee	10 Freiberg	15 Laflin
3 Black	7 Dawson	11 Greene	16 Moulton
4 Brandon	8 DiMichael	12 Guernsey	17 Nilson
		13 Hofmann	18 Schwartz
Ala 120 A -	Cal 450 B - 1,5,16,18	Cal 760 C - 1	
220 F - 1,4,10,18	525 E - 5	815 A - 1,18	
470 A - 1,4,18	575 B - 1	Col 260 A -	
560 D - 1,18	D - 1,2,4,9,10	300 A - 1,2,3,4,5,	
J -	615 A - 1	9,10,11,18,	
N - 15,18	625 C - 1,4,9,10,	18	
Q - 1,2,6,9,10	15,18	380 A - 1	
12,18	630 C - 1,10	440 B - 1,2,4,9,10,	
Y - 4,18	715 A - 1,3,9,10,	17,18	
800 A - 10,18	11	760 A - 3	
F - 8	B - 1,2,10,11	860 A - 10	
Ark 150 A - 1,2,3,10,	C - 1,10,14	Conn 55 A - 1	
14,18	D - 1,10,18	230 A -	
315 A -	E - 1	235 B - 18	
405 A - 18	F - 10	290 A - 7	
435 A - 1,4,5,10,	745 A - 1	305 A - 6,13	
11,15,18	760 A - 1,3,4,10,	B -	
Cal 220 A - 1,11,18	18	C - 6,7,13	
450 A -	B - 1,4,5,10,	560 H -	
	18		

ILLINOIS

Hutsonville 425 (reported by Ivan B. Cline)
GOOD FOR ROUND TRIP -AT- HUTSONVILLE FERRY
A o B 25 Sd J.M. McNutt Dealer in Lumber & Hardware \$2.00

MINNESOTA

Minneapolis 540 (reported by Floyd Barnett)
MEDICINE LAKE BUS CO.
AE Bz 16 Tr-sc Good For One Fare .25

(Minn 540 AF and AG will be reserved for two other tokens expected from this company.)

DELETE THE FOLLOWING: Since no one has reported the following to be in his possession or knows of anyone having same, the following will be deleted from the Check List for the year 1954. Ill 795 F; Ky 510 B; Ky 670 F; Md 60 F; Minn 510 B; Mass 970 C. Also Pa 765 Y will be dropped because it is strictly a pattern.

Tokens held in abeyance for the present will be Iowa 310 E and 310 L as we need assurance that the metals in question really exist. There is also a question of the metal of Minn 230 B, as some don't think a white metal exists, but merely a very light brass token which should be 230 C. On Mont 660 D some feel that this exists although no token or rubbing of the token has ever appeared. There is also a request that Conn 560 H be put on the very doubtful list. If no one can be shown to have this token, it will also be dropped. There is also a question as to whether anyone has Alabama 560 J. It is extremely important that everyone check his tokens and see if he has any of the tokens in question. If they exist, they will be left in the list. Otherwise, they will be dropped in the future.

RALPH FREIBERG'S COLUMN

We have a very slow month this time regarding the number of new issues. We do have another old ferry token, probably used about 50 years ago, reported by Ivan Cline. There is only one known to exist at this time. Floyd Barnett has reported a token from a suburban line in Minneapolis, and he expects two more tokens to appear in a couple months when the present supply of tickets will be exhausted. He mentioned that he would send in an article about this line, so I will leave the details to him. As for obtaining these tokens, I believe Mr. Barnett will be able to fill all requests for them.

Mr. Schwartz has been using a census in trying to obtain information as to how many tokens exist. If enough people will cooperate, results can be helpful.

I reported a token a couple of years back for the Guam Bus Lines, which is listed as a 15¢ token. To my knowledge no one else has ever found one of these tokens so if anyone else should have one, please let me know. From what I can find out, this bus line was run on Guam about 1948 or 1949, but it could not be made to show a profit because there were so many small bus lines there. The Navy took it over, and it is now operated without charging fares, by the Navy. The token I found was among some strays in Oakland, probably brought in by a member of the Armed Forces.

Another token I have priced at a dime is one from Cheboygan, Michigan. I found this one among some strays from a company in Illinois last summer. Inquiries to the bus company say tokens have been destroyed, so I wonder if anyone else has been able to pick up one of these tokens, or is the company serious in saying that no more exist.

Another token found recently which is kind of scarce is the Sackett Lake Bus token. We have listed it under Sackett Lake which is a small resort place in New York State and which cannot be found on a map. However, to be technical, perhaps it should be listed as from Monticello, since the bus line from Sacket Lake runs to Monticello. At this writing, as far as I know, only four of these tokens exist, so if anyone has any of these, let me know.

Oconto, Wisconsin, and Alma, Michigan, are also a couple lines that run around 1948. On the Oconto, I think maybe about ten exist, and on the Alma, perhaps about 25. Just mentioned these above lines to show that some prices listed do not show the true value. It is possible that some one may find a bunch and then maybe no more will ever be found.

I am also looking for information on a token listed as Clinton, Indiana 160 A. This is a common enough token, but I would like someone to point out if it was definitely used at that place. I have information that this same token is also used by a small company in North Carolina and as it is our policy of listing a token from only one place, I just want to make sure it was used in Clinton, Indiana.

THE NEW ISSUES PROJECT

Mr. John G. Nicolosi, of Oakland, California, has generously offered his services as manager of a "New Issues" subscription plan project (see page 2, January Fare Box). He feels, and quite justly, that such a project could be of material success only if a substantial portion of the membership would support the project by "subscribing" to it. A postcard reply is being sent with this issue of The Fare Box to find out the approximate number who would favor such a project. Should interest prove sufficient to justify this project, it may become a reality. So fill out the enclosed card and let us know how you feel. Results will be published in a later issue of The Fare Box.

- Harold Ford, Jr.

CORRECTIONS TO CORRECTIONS

When we run long lists of corrections, as we did last month, it is inevitable that some of the corrections themselves will be wrong. Mr. Freiberg reports that he made 3 mistakes in the Feb. list, and here they are: correction #46 should be 980 C, not 960 C. #72 is NY 310, not 315. #89 should be Pa 495, not 485.

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

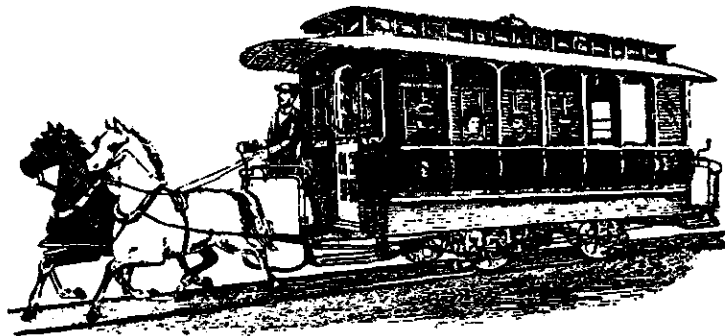
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VOLUME 9

APRIL, 1955

NUMBER 4

It looks as though keeping any sort of deadline for issues of The Fare Box will be practically impossible. They seem to be coming out later and later. However, we shall do our best to get them out as early in the month as a crowded schedule permits. Meanwhile, at least you may be comforted by the thought that a late issue includes news right up to press time.

I am happy to announce that Mr. Roland C. Atwood should be back with us any time now. Correspondence mailed to his P.O. Box 621 - Hollywood 28, Calif., should be answered promptly from now on. With Roland back on the scene, perhaps work will be speeded up on such projects as the Foreign Check List.

Richard Atkins informs us that he is going on an extended trip and hence his answers to your letters will be somewhat tardy. However, mail sent to his regular address will be forwarded.

Mr. Nicolosi informs us that he has to date the names of 38 subscribers to the New Issues Project. The initial amount will be \$3.50 per subscriber. So if you wish to receive your new issues the easy way, send Mr. Nicolosi (address on masthead) your \$3.50 as soon as you can--no later than the end of May. This will give him some working capital. And remember that all sorts of expenses must come out of the capital, such as postage, stationery, check fees, etc. Such expenses always accompany any such project as this. Nevertheless, there will still be a great saving to subscribers, since one will do the work of many: one man, one letter, one check, etc. We are indebted to Mr. Ford, the creator, and to Mr. Nicolosi, the sustainer, of this project.

Mr. Levy has kindly sent your Editor an old Barney Bluestone auction catalog, with prices realized. It lists a number of rare transportation tokens. Next month, a number of collectors will be shocked at the prices--high prices--rare tokens brought, years ago.

For sale at 10¢ each - "Automatic Kiddie Ride Token." See Fare Box for November 1953, page 89. Stamp please.
John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.
Will trade an album of unused transfers from U.S., Canada, Hawaii, for tokens of equal value. Collection of 250 transfers worth \$10.
Wanted: England 470 A E F S T AA AS AT AU AV.
Emzy L. Thompson - 29 Ashley Street - Hartford, Conn.
For sale - Penna 420 A, 15¢. Pa 750 AE, 15¢. Pa 750 AS, 25¢. Pa 985 C, 15¢.
Daniel DiMichael - P.O. Box 485 - Coatesville, Penna.

TOKEN LISTED FROM WRONG CITY

Last year Mr. Brandon who has a small collection of transfers from various lines, along with his tokens, wrote to the City Bus Line, Lexington, N.C., and received a token which we have listed as Ind 160 A. I was waiting for an answer from the place in Clinton, Ind., but have received none. However Mr. Charles Houser, upon seeing my article in the March issue, sent me a letter that he had received from this outfit in Clinton, which said that they didn't have tokens. The letter from Mr. Bosonetto, owner of Clinton Bus Lines, says: "In answer to your letter of March 29, I do not use tokens. I'm wishing you success in finding the city that uses the token you are trying to identify..." I don't know how the token in question was listed from Clinton, Ind., but kind of remember a few years back there was some question on this token. So if anyone still insists that it is from Clinton, Ind., please write the company and find out for yourself. Otherwise, the token will be deleted from Indiana and relisted under Lexington, North Carolina 560 A. - R.F.

TRANSPORTATION TOKENS OR NOT

By Ralph Freiberg

During the past month I've received listings of some tokens which do not seem strictly to be transportation tokens. I am holding up listing them for the present in order to hear from other collectors on the matter.

First, there is a token from around Cincinnati and Covington, issued by Proctor Soap Co. They had some tokens made up with the letters P S on them, and gave these to employees. They are good for fares on buses, as the bus company would probably get redemption from the company for them. They are the exact size of a nickel and would register in a fare box as a nickel. However it is also possible that these could have been used anywhere in the vicinity to take the place of a nickel. They could be used in telephones, coke machines or anything that a nickel would operate. No doubt a lot of collectors may have seen these tokens but took them for trade checks and passed them by although they were good for fare on buses. At this time I don't know if they are good for other things or not.

Then also we have another token the size of a nickel, with the letters M D on it, which are claimed to have been used on cable cars in the vicinity of Annapolis. These were given to government employees to ride these cars and accepted as fares. Would imagine the M D

stands for the State of Maryland, and so the cable car company could get redemption for them. The question at present is Were these tokens made exclusively for transportation or were they used for other purposes. All it says on either token is just the letters PS or MD. It could also be said that anything outside of a United States coin being made of metal would be called a token. However a Canadian quarter would be accepted by bus drivers in Seattle for a bus ride. They have to redeem them in Canada. No decision has been made on these two tokens, and would like to hear from other collectors on them. I will hold up the decision on these till the August convention, at which time I expect some collectors to attend and then we can get a better opinion on them.

NEW PORTO RICO DISCOVERY

By Max M. Schwartz

I recently acquired a number of Porto Rico tokens listed as 640 A B and C. Included in the batch were several tokens that appeared to be the A with the P punched out, similar to Wisc 620 A. I thereupon wrote to the executive officer of Puerto Rico Water Resources Authority for enlightenment as to whether the P had been knocked out by the issuing company, and I am in receipt from them their reply from which I paraphrase the following:

"The trolley system was established and operated by the Puerto Rico Railway Light & Power Co. until it was purchased by the government of Porto Rico and merged into P.R. Water Resources Authority.

"Since the establishment of the trolley system, the power company used to sell fare tickets of two classes: for the general public and for the students. The tickets were sold at 21 for \$1 and 33 for \$1, respectively.

"By the year 1936, tickets were substituted by tokens; however, the selling price for the general public and students remained the same. These two tokens were distinguished by a P in the center for general public, and an E for students. A few months after starting the sale of tokens, the company's records showed a considerable decrease in the sale of tokens to the public with a similar increase in the sale of tokens to students. Undoubtedly, the public was taking advantage of the reduced price of the students' rate. Due to the great demand of school tokens, the company decided to punch a quantity of the public's tokens and to use them as school tokens and also increase the value of the tokens to the public and to the students by selling them at 20 for \$1 and 21 for \$1, respectively. This punching of tokens was made during the year 1937."

Apparently, P.R. 640 C was made thereafter. Under the circumstances, I believe that the enclosed token is a validly issued token and is entitled to a new and separate listing. Because of the fact that it would be possible for anyone to knock out the P or PR 640 A and thereby acquire a token which would be indistinguishable from a newly listed token, it is my suggestion that this new listing be given a price of 50¢, although that is far from its true value.

Fares in Muskogee, Oklahoma, have been raised from 10¢ straight to 15¢ cash, or 2 tokens for 25¢.

THE AMERICAN VECTURIST ASSOCIATION

** members in good standing for 1955: **

J163 Barry Adelman	88-11 63rd Drive	Rego Park 74, N.Y.
166 Richard K. Atkins	Box 296	Glenville, Conn.
1 Roland G. Atwood	P.O. Box 621	Hollywood 28, Calif.
127 Dorothy M. Augustine	6230 Condon Ave.	Los Angeles 56, Cal.
57 Bernard H. Baake, Jr.	2922 Chenoak Ave.	Baltimore 14, Md.
38 Floyd O. Barnett	6048 Stevens Ave. S	Minneapolis 19, Minn.
71 B. T. Barraclough	3635 Nicollet Ave.	Minneapolis 8, Minn.
46 Harry C. Bartley	7012 Ohio River Blvd	Pittsburgh 2, Pa.
82 O. R. Bertram	2111 Swisher St.	Austin 5, Texas
7 Corinne M. Black	1409 Evans St.	McKeesport, Penna.
6 William L. Black	1409 Evans St.	McKeesport, Penna.
37 Basil Brandon	327 26th Avenue	San Francisco 21, Cal.
122 Anna M. Butler	731 E. 26th Street	Minneapolis 4, Minn.
97 Robert M. Butler	731 E. 26th Street	Minneapolis 4, Minn.
42 Melvin O. Carmichael	4041 Delaware Ave.	Klamath Falls, Ore.
128 Roy H. Carpenter	235 W. Quincy St.	Westmont, Illinois
114 William L. Carr	2648 Felton Ave.	Akron 14, Ohio
105 Harold T. Chesney	4653 Ewing Ave. So.	Minneapolis 10, Minn.
28 Felix M. Church	700 Seward Ave.	Detroit 2, Michigan
59 Ivan B. Cline	808 W. Illinois St.	Evansville 10, Ind.
14 John M. Coffee, Jr.	P.O. Box 1204	Boston 4, Mass.
81 Arnold Cohn	84 Johnston Ave.	Kingston, New York
86 Chris J. Cook	2105 Fourth Court	Cuyahoga Falls, Ohio
183 Gordon B. Cronheim	230 Park Place	Brooklyn 38, N.Y.
95 Morton H. Dawson	182 Whiting Lane	W. Hartford 10, Conn.
137 Walter K. Dillow	Box 182	Byron, Illinois
50 Daniel DiMichael	P.O. Box 485	Coatesville, Penna.
141 Chas. J. Dochkus	3522 E. Thompson St.	Philadelphia 34, Pa.
158 Edward P.F. Eagan	Happy Harbor	Rye, New York
111 William E. Eisenberg	2717 W. Carson St.	Pittsburgh 4, Penna.
69 M.W. Emrick, M.D.	1426 Market St.	Harrisburg, Penna.
157 Alfred J. Ferraro	P.O. Box 146	Phillipsburg, N.J.
54 Claude G. Ficklin	283 Isabel St.	Los Angeles 65, Cal.
129 Albert Field	20-25 29th St.	Astoria, L.I., N.Y.
124 Harold Ford, Jr.	1244 Louisiana St.	Lawrence, Kansas
153 Bertha M. Foster	410 Lancaster Ave.	Haverford, Penna.
29 Paul Fouts	609 Peoples Bldg.	Seattle 1, Wash.
62 Ralph Freiberg	4142 26th Street	San Francisco 14, Cal.
20 R.K. Frisbee	237 So. Kalamath St.	Denver 9, Colorado
171 Melvin Fuld	5610 Greenspring Av	Baltimore 9, Md.
80 Wadsworth G. Fyler	P.O. Box 37	West Simsbury, Conn.
24 William C. Gallagher	4142 Madrona Road	Riverside, Calif.
181 A.A. Gibbons	300 Lenox Road	Brooklyn 26, N.Y.
53 Paul H. Ginther	-	New Holland, Illinois
35 Frank C. Greene	900 East 9th St.	Kansas City 6, Mo.
102 Frank W. Guernsey	615 S.E. 70th Ave.	Portland 16, Oregon
21 Charles M. Hamilton	945 Corona St.	Denver 18, Colorado
170 Charles T. Heaton	135 Kensington Pl.	Syracuse 10, N.Y.
159 L.A. Hensley	1616 Spencer St.	Omaha 10, Nebraska
182 William C.L. Hofmann	Mapledale Road	Orange, Connecticut
147 C.B. Holcombe	49 Clarke Street	Burlington, Vermont
26 Charles W. Houser	734 St. John Street	Allentown, Penna.
174 Roy L. Irwin	430 Steves Avenue	San Antonio 10, Texas
52 C. G. Jefferson	8845 Wallingford Av	Seattle 3, Wash.

77 Floyd L. Johnson	79 W. Gibson St.	Canandaigua, New York
138 Johnnie W. Jones	RR #2 - Box 78 B	Springfield, Missouri
78 Arthur D. Jordan, Jr.	304 S. Wash. Ave.	Moorestown, New Jersey
168 John S. Kachmar	324 Lincoln Ave.	Pittsburgh 9, Penna.
9 Ione E. Kibbe	497 Fern St.	W. Hartford 7, Conn.
47 Eroy L. Kimmons	521 E. Live Oak St.	Austin 4, Texas
179 Gene H. Koll	P.O. Box 5942	Los Angeles 55, Cal.
22 Ralph T. Koller	1135 Bedford Ave.	Canton 10, Ohio
48 Julius A. Kurtz	928 13th Ave. So.	Minneapolis 4, Minn.
49 Quincy A. Laflin	1476 Iglehart Ave.	St. Paul 4E, Minn.
70 Howard C. Laible	3520 W. Santa Barbara	Los Angeles 8, Cal.
88 Sam Le Jeune, Jr.	1706 So. 2nd St.	Louisville 8, Ky.
15 Edgar Levy	1413 Mesa Ave.	Colorado Springs, Colo.
177 Atwood L. MacDonald	480 Elm Street	San Diego 1, Calif.
65 John M. Mackie, Jr.	1315 N. Franklin St	Pittsburgh 33, Pa.
104 Pasquale H. Maffeo	145 Kimberly Ave.	New Haven 11, Conn.
175 Sherman A. Mahan	302 North 6th St.	Yakima, Washington
121 Allen B. Maitland	26 Earls court Ave.	Toronto 10, Ontario
115 Raymond McIntyre	416 Harmon Ave.	Danville, Illinois
5 Robert B. McKee	Box 587	Buffalo 5, N.Y.
72 M.B. McRobie	1073 Pitkin Ave.	Akron 10, Ohio
61 John Metz	1033 Seminary Ave.	St. Paul 4, Minn.
2 R. L. Moore	2400 Van Ness Ave.	San Francisco 9, Cal.
130 Carroll Morgan	P.O. Box 12532	Dallas 17, Texas
167 Mary Helen Mote	20518 So. Oak Ave.	Torrance, Calif.
94 R. K. Moulton	150 Michigan Ave.	Detroit 26, Michigan
155 Charles R. Mullin	111 Alter Avenue	Staten Island 4, N.Y.
116 John G. Nicolosi	2579 35th Avenue	Oakland 1, California
30 August J. Nilson	326 West 78th St.	Seattle 7, Washington
112 Frank G. Payne	Box 655	Roanoke 4, Virginia
101 William C. Piper	307 No. Graham St.	Pittsburgh 6, Penna.
125 Kenneth E. Purdy	1146 N.W. 85th St.	Miami 38, Florida
148 Lewis M. Reagan	Box 577	Wichita, Kansas
184 Robert A. Rieder	1303 S. Monroe St.	Amarillo, Texas
118 Robert M. Ritterband	6576 Colgate Ave.	Los Angeles 48, Calif.
74 W. Gordon Robertson	201 Decatur St.	New Orleans 15, La.
143 Frank Roselinski	5287 E. 1st St.	Los Angeles 22, Cal.
117 Robert F. Sanders	4931 N. Miss. Ct.	Minneapolis, Minn.
154 Chas. W. Schermerhorn	1601 Central Ave.	Albany 5, N.Y.
162 Charles H. Schwab	28 Agawam Road	Waban 68, Mass.
3 Max M. Schwartz	130 West 42nd St.	New York 36, N.Y.
176 Mrs. Lola Sellentine	5725 41st Ave. So.	Minneapolis 17, Minn.
165 Mike Sichak	4712 Quail Ave. No.	Minneapolis 22, Minn.
152 Joseph J. Silverman	346 Quail Street	Albany 8, N.Y.
93 David H. Smith	312 Vardaman St.	Jackson 3, Mississippi
4 Felton W. Smith	128 Redfield Place	Syracuse 10, N.Y.
27 Kenneth E. Smith	328 Avenue F	Redondo Beach, Calif.
51 Franklin P. Snyder	1060 So. Broadway	Los Angeles 15, Calif.
55 Kenneth W. Snyder	15½ Glenwood Ave.	Minneapolis 3, Minn.
180 Myron C. Sobotta	4058 W. 215th St.	Fairview Park, Ohio
92 A. R. Sparks	1015 Rebecca Ave.	Wilkinsburg, Penna.
79 Thomas B. Sprague	119 W. Mulberry St.	Baltimore 1, Maryland
17 Michael Super	105 So. Pine St.	Hazleton, Penna.
18 Paul Super	105 So. Pine St.	Hazleton, Penna.
169 Carroll Swearengen	1813 28th St.	Two Rivers, Wisconsin
34 Paul Targonsky	46 Norwood St.	Meriden, Connecticut
145 Claude G. Thompson	2445 Aldrich Ave. S	Minneapolis 5, Minn.
135 Emzy Lee Thompson, Jr.	29 Ashley Street	Hartford, Connecticut

103 Don T. Thrall	610 Arlington Ave.	Berkeley 7, Calif.
172 Cornelius B. Tyson	117 Ridgeland Road	Wilmington 3, Dela.
16 Walter W. Underwood	-	Shook, Missouri
142 Otto J. Van Heyde	502 N. Bronson Ave.	Los Angeles 4, Calif.
160 Walter J. Vredenburg	4119 Dressell Ave.	St. Louis 20, Mo.
25 Albert P. Webster	2827 Worthington St.	Houston 16, Texas
173 George W. Werner	5009 Parker Ave.	St. Louis 9, Mo.
123 Charles B. White	57 Spring Street	Fredonia, New York
68 W. A. Whitfield	110 Calif. St. SE	Albuquerque, N.M.
12 Thomas F. Williamson	312 Lexington Ave.	Syracuse 10, N.Y.
146 Jacob B. Wilson	924 Wabank Road	Lancaster, Penna.
151 Virgil B. Wilson	6026 E. Gardendale	Hollydale 1, Calif.
19 Ralph W. Winant	500 W. Summit Ave.	Wilmington 4, Dela.
178 Gilbert F. Ziemann	1016 So. 64th St.	West Allis, Wisconsin
140 Fred P. Zubryski	3121 Zenith Ave. No	Minneapolis 22, Minn.

(Membership numbers below 34 are Charter Members.)

OFFICERS OF THE AMERICAN VECTURIST ASSOCIATION

PRESIDENTS: Max M. Schwartz (1948-50); Frank C. Greene (1951); Eroy L. Kimmons (1952-53); Quincy A. Laflin (1954-55).

VICE-PRESIDENTS: Robert B. McKee (1948-49); Frank C. Greene (1950); Edgar Levy (1951); R.K. Frisbee (1952-53); Cecil G. Jefferson (1954-55).

SECRETARIES: Ione E. Kibbe (1948-49); Eroy L. Kimmons (1950-51); Quincy A. Laflin (1952-53); Max M. Schwartz (1954-55).

TREASURERS: Thomas F. Williamson (1948-53); R.K. Frisbee (1954-55).

CURATORS: Felton W. Smith (1948-49); Edgar Levy (1950); William L. Black (1951-55).

APPLICATIONS FOR MEMBERSHIP

- 185 George W. Schroder - 89-25 Elmhurst Ave. - Elmhurst 73, N.Y.
Age 35, Salesman. Collecting 4 years, 600 pieces.
- 186 Lee Pierson - Route 1 - Cisne, Illinois
Age 33, Mechanic. Collecting 5 years, 975 pieces.

NOMINATIONS FOR OFFICERS FOR 1956

President, Quincy A. Laflin. Vice-President, C.G. Jefferson.
Secretary, Max M. Schwartz. Treasurer, R.K. Frisbee. Curator, William L. Black.

Above are all that have been received to date. All are still open.
If you wish to nominate anyone, write the Secretary directly.

The attention of members is called to the many changes of address listed in the new roster of members, printed above. Please be sure to note the corrections in your correspondence.

If your name and address are listed incorrectly, please contact the Editor immediately.

Supplement to Atwood's Check ListBy Ralph FreibergINDIANA

Newburgh 685 (reported by Ivan B. Cline)
 CYPRESS BEACH FERRY RETURN TRIP
 B o A 28 Sd (blank) \$2.00

New Harmony 700 (reported by Ivan B. Cline)
 FITTONS FERRY NEW HARMONY, IND 35c
 F o A 0c Sd Good For 35c in Ferriage 2.50

KANSAS

Lawrence 540 (reported by Harold Ford)
 RAPID TRANSIT, INC.
 F WM 16 R Good For One Fare .15

NEBRASKA

Fremont 360 (reported by Morton Dawson)
 FREMONT TRANSIT LINES NEBR. FTL
 G B 20 Ball Good For One Fare FTL .15

OHIO

Sidney 815 (reported by Morton Dawson)
 SIDNEY STREET TRANSIT, INC.
 B o WM 16 Sd Good For One Fare .15

WYOMING

Cody 150
 CODY TRANSIT COMPANY C
 A o B 16 Ball Good For One Fare C .15

PORTO RICO

San Juan 640 (reported by Max M. Schwartz)
 PORTO RICO RY. LT. & PR. CO.
 F o WM 16 Pc Good For One Adult Fare .50

(PR 640 F is same as 640 A, with middle of token removed.)

RALPH FREIBERG'S COLUMN

Mention was made in last month's Fare Box by Mr. Coffee about various companies threatening to go out of business because they couldn't make any money. Sometimes others feel they could do better, with the result that new companies are formed. Last year we had a change of ownership at Mason City, Iowa. Then we had a new company at Paducah, Ky., and now we have a new ownership at Fremont, Nebr. In these cases we have had new tokens, and in this issue we have the new one for Fremont. Previous tokens from other companies operating in these cities are now obsolete. I've also noted that companies using tokens from these cities have gone out of business: Scottsbluff, Nebr.; Elmira, N.Y.; Longview, Wash.; Port Chester, N.Y. Other companies are operating buses in these cities but I don't know if new tokens are being used. Sacramento, Calif., is to be a municipal operation in another month, but I've seen no mention of the rate of fare yet.

The token listed under Sidney, Ohio, has been obsolete for a couple years, as this company has also gone out of business. Since more than the usual number of solid tokens had shown up, Mr. Dawson wrote to the former owner and found out that in a reorder of tokens they forgot to specify that the triangle should be stamped out, so they came through solid. There is a bunch of tokens which we call a sort of error and had classified this Sidney token as one of them. But now that there is evidence that it was used, this token is being included in the regular Check List.

Just as I was ready to type this list, I received a letter from Harold Ford about a new token from Lawrence, Kansas. These were supposed to be the same as Kans 540 C, but this is the way they received them. Regarding the token from Porto Rico with the center punched out, I'll let Mr. Schwartz give the details since he spent some time trying to get the data. I have had the Cody, Wyoming, token since last year but could find no record of a bus line running there. Now I have discovered that there was a bus line than ran there for a few weeks a couple years back. But there wasn't enough business to warrant its continuance. So rather than hold up its listing any longer, I've put it through in case any others are found. The old saying is that you can never look for something unless you know what to look for.

I have a token to listed discovered by Chris Cook for the North Vancouver Ferries, but have held up listing it this month. I want to make sure of the exact listing before putting in The Fare Box. There are two holes in the token, but I don't know whether to call them wedges or slots at this time. I am mentioning it here in case anyone is in a position to obtain tokens from this firm.

I have a letter from Mr. Thompson about German tokens, and will turn it over to the Foreign Check List Committee.

Recently, Mr. Greene was going through a bunch of strays and picked up a token similar to Wisc 700 C but size 16 instead of 20. I was told that there were some patterns from this city so am holding up listing for another month till I see if I can get any information.

I have been going over a lot of my old correspondence to see if I left out any corrections. I myself made some errors in listing some of these, and I've now sent all corrections I had to be listed to Mr. Coffee. If anyone notes any correction that needs to be made, please let me know. The corrections listed in the past few months have been the work of different collectors who have sent in their own lists of corrections. I listed tokens in February from Hazleton and spelled the name wrong. Probably would have kept spelling the name of this town wrong for sometime, but my attention was called to it.

A final note. Ivan Gline got word that someone had a token for the Cypress Beach Ferry. Upon investigation, he discovered that it was a different one, being round instead of octagonal. So we have another ferry token from Newburgh, Indiana.

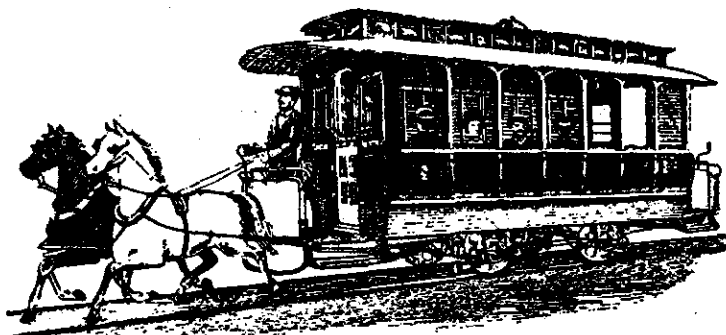
- Ralph Freiberg

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association

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Robert M. Butler
Harold Ford, Jr.



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VOLUME 9

MAY, 1955

NUMBER 5

BASIL BRANDON

It is my sad duty to report the passing, on May 4, of Mr. Basil Brandon of San Francisco. Mr. Brandon was born in 1881 and began seriously to collect tokens in 1947. He had accumulated a very large collection at the time of his death. The dozens of collectors, including myself, who had the pleasure of meeting Mr. Brandon will mourn his passing vehemently. He was one of the kindest gentlemen I have known.

It is not too early to remind members of the annual convention of the A.V.A. which will be held in Seattle on August 6 and 7, 1955. The Seattle Club is operating an AVA convention auction this year, and we hope it will be one of our largest auctions. Procedure for this auction will be found inside this issue. I understand that great plans are afoot in Seattle to demonstrate to members making the pilgrimage that the Pacific Northwest is second to none when it comes to rolling out the welcome mat. Be sure to come, and bring the whole family. Washington State must be seen to be appreciated. And remember, it never gets hot in Seattle. Bring coats for those chilly evenings!

The Editor will make his annual sojourn to Tacoma, Washington, this June. I plan to leave here on June 14, arriving in Tacoma about a week later. So the June issue will be mailed before the 14th, and the July and August issues will be sent from Tacoma. Hope to visit a few collectors along the way, and nose around for some tokens off the beaten track. This time we go by auto.

We are pleased to announce the return of the prodigal son! Donald B. Johns, our very close friend in Seattle, got his 1955 dues in a bit too late to make the April roster. But now he's back with us. So please add to the roster of members the name of Donald B. Johns, AVA #67 - 1205 Queen Anne Avenue - Seattle 99, Washington.

HISTORY OF TRANSIT IN EASTON, PA.

By O.P. Young

(The following article, sent in by Mr. DiMichael, is from a paper written by Mr. O.P. Young, President of Lehigh Valley Transit. All trolley lines in Easton were abandoned in 1939. The article will be run serially until completed.)

Easton Transit Company

The first street railway built in Easton, Pa., was constructed under authority of a special Act of Assembly enacted in 1866, under the name of the Easton and South Easton Passenger Railway Company. It was built a short time after the passage of the Act, and extended from Centre Square in Easton over South Third Street, crossing the Lehigh River and then westwardly over Canal Street to the Lehigh Valley Railroad Shops. It was operated as a horsecar railway down to 1892.

The next company to come into existence was the West Ward Passenger Railway Company, incorporated in 1871 to construct a line from Centre Square via Northampton, Walnut and Washington Streets to the fair grounds, in Palmer Township. By agreement of consolidation and merger between the Easton & South Easton Company and the West Ward Company, made on May 31, 1866, the two companies were consolidated under the name of the Easton, South Easton and West Ward Passenger Railway Co., and were operated as a horsecar railway down to 1892.

The third company to organize was the Centre Square and Delaware Bridge Passenger Railway Co., incorporated also in 1871 to construct the line from Centre Square, to enable the Phillipsburg Horse Car Railroad Co. to reach Centre Square, in Easton. This line was operated as a horsecar railway down to 1894.

On June 30, 1892, the Centre Square & Delaware Bridge Passenger Ry. Co. became consolidated with the Easton, South Easton & West End Passenger Ry. Co. under the latter name.

On August 8, 1892, on petition of the Easton, South Easton & West End Passenger Ry. Co., its incorporated name was changed by decree of Court of Common Pleas of Northampton County, to the Easton Transit Company. In 1892, these lines were rebuilt and equipped electrically, and operated from that time until 1939 by electric power. The Easton Transit Company owns a perpetual and exclusive franchise over the route now operated by it under its charter. Length of lines, 8.225 miles.

Easton, Palmer and Bethlehem Street Railway Company

This company was incorporated on June 11, 1897, under the general street railway act of 1889 to exist for the term of 999 years. It was constructed a short time after passage of the Act and extended from 6th & Northampton Streets, Easton, via Farmersville and Butztown, to Broad & Main Streets, Bethlehem. On January 3, 1908, it was consolidated with and merged into the Easton Transit Company. Length of line, 11.157 miles.

RULES AND PROCEDURE FOR THE CONVENTION AUCTION

The American Vecturist Association Convention Auction will be conducted this year by the Seattle Transportation Token Club (609 Peoples Building - Seattle 1, Washington). Bidding closes August 6, 1955.

1. Bid by lots as numbered on bid sheet. Not by the piece.
2. No bidding from the floor. Everyone must submit sealed bids.
3. In case of equal bids, the first received gets the lot. All bids will be stamped with date and time received.
4. Do not bid below owner's starting bid.
5. All bids must be in the office of the Seattle Transportation Token Club (609 Peoples Building - Seattle 1, Wash.) not later than Noon, August 6, 1955 (Saturday).
6. No commission charged bidders. A 15% mailing and packaging fee will be charged out-of-town bidders on successful bids.
7. Terms cash. All accounts must be settled upon receipt of tokens.
8. Members of the STTC and AVA may participate in the auction.
9. Non-members as well as members may consign lots for auction.
10. The auction committee may withhold part or all of any lot if for the best interest of the auction.
11. Consignors should not consign common tokens except 25 to a lot.
12. Consignors will receive full settlement within 30 days from the auction.
13. Consignors must have their consignment in the STTC office by June 1.
14. Consignors may set a starting bid on their lots if they wish. But be conservative.
15. Consignors should describe their lots accurately and package them neatly. Do not include damaged or excessively worn tokens.
16. Consignors will be charged 10% commission with a minimum of 5% on any lot sold. Unsold lots will be returned to the owners at their expense.

To make this auction a success, consignors are urged to send in only quality material, no mutilated or badly worn tokens. Keep the real common tokens to a minimum.

The list of prices realized for this auction will appear in either the August or September issue of The Fare Box.

Readers of The Fare Box are particularly urged to submit lots for the above auction. As everybody is becoming increasingly aware, the prices given tokens in our Check List have only the vaguest approximation to the true value of the tokens. It is through auctions that we are particularly able to ascertain the true value of tokens, for these tell us just how much collectors are willing to pay for the tokens. Consequently this auction serves the double purpose of providing a market place for tokens and giving us additional information on the value of tokens.

Let's make this the largest and best auction in AVA history. Speaking of auctions, collectors will be particularly interested in the prices realized in Barney Bluestone's auction given elsewhere in this issue. This shows us what tokens were bringing 13 years ago.

For Sale - Alaska 450 A, 450 D, 450 E, 450 H, 900 B, and Ohio 750 A. While they last, all 6 for \$2.00.

Ralph W. Winant - 500 W. Summit Ave. - Wilmington 4, Dela.
Tokens 10¢ or 6 for 50¢: Ark 460 F; Cal 450 G, 760 D, F, G, H, 775 I; Ill 440 B; Ind 390 A, 660 A, E; Kans 250 B, 540 C, 970 G; Mass 550 I. 2x2 Kraft coin envelopes 500 for \$1.40. Rubber stamp HAND STAMP PLEASE - 40¢.

Claude G. Thompson - 2445 Aldrich Ave. S. - Minneapolis 5, Minn.
For sale at catalog: Minn 600 B; ND 600 B (no rim); Pa 70 A B (1ge & sm square). Kiddie token at 10¢. Will buy all dog license tags and "tickets" such as bus, streetcar, ferry, bridge, railway, etc. Will pay 5¢ each (in tokens).

John G. Nicolosi - 2579 35th Ave. - Oakland 1, Calif.

RESULTS OF FEBRUARY AND MARCH CENSUS

By Max M. Schwartz

The census effort continues to appeal to an increasing number of members. While the January results (published in March) gave the names of 18 collectors, the list appended below includes the collections of 26 members. To my knowledge, only one collector has heretofore refused to cooperate. It is hoped that he will do so when the next list is published.

In very few cases have I been mistaken as to the scarcity of the items which I have suggested. In these few cases, I may have been misled by claims of rarity made by finders of "new discoveries." Even in this respect, the results appended below are extremely illuminating. Because of limitation of space in the April issue due to the requirement of publication of the membership roster, the results of the February census have not heretofore been published. They are now combined serially with the results of the March census and given below. A new list will be published in the June issue.

Following the system employed in March when the results of the January census were published, I have allocated the numbers given below to the respective collectors named:

1 Atwood	8 DiMichael	14 Jefferson	20 Nilson
2 Baake	9 Emrick	15 Jones	21 Pierson
3 Bartley	10 Ficklin	16 Laflin	22 Schwartz
4 Black	11 Freiberg	17 Mackie	23 F. Smith
5 Cline	12 Greene	18 Moulton	24 Super
6 Coffee	13 Houser	19 Nicolosi	25 Targonsky
7 Dawson			26 Vredenburg

Cal 715 R - 19	Ga 60 D - 1, 11	Ga 750 D (\$3) - 1, 11
Conn 160 A - 7	E - 1	F (\$3) - 1
230 A -	F - 1	905 A (\$1) - 1
235 C - 7, 22, 25	G - 1	Ill 25 B (\$2) - 1, 2, 4, 9,
Fla 310 A (1.00) - 1,	270 A - 1, 6, 22	11, 22
11, 12, 22	630 B (.10) - 3, 5,	C -
530 A - 1, 2, 9, 11,	11, 13, 22, 24	95 A (2.50) - 1, 5, 11,
12, 16, 19, 22	750 A - 1	22
530 G (.50) - 1	B (\$3) - 1, 2, 6,	120 A (\$1) - 3, 4, 5, 7,
Ga 60 A - 1, 2, 11	11	14, 16, 19, 20, 21,
B - 1, 11	C (\$3) - 1, 2, 9,	22, 24, 26
C - 1, 2, 11	16	

111 125 A (\$1) - 1,2, 4,5,6,7,8,9, 11,12,14,15, 16,18,19,21, 22,24,26	<u>ILLINOIS (cont.)</u> 460 K (\$1) - 5,7, 17,19 580 A - 1,20,22 605 A - B - 1,5,21 620 A (.50) - 1,2 680 A (\$1) - 22 760 B (\$1) - 1 768 A - 5 795 E - 1,2,22 F - 2 P (.10) - 1 820 A - 1,22 B (\$2) - 11	<u>INDIANA (Cont.)</u> 460 J (.50) - 1,11,12, 16,22,23 N (\$1) - 1,11 P (.25) - 11,22 500 A (.15) - 11,22,26 510 A (\$1) - 1,4,6,11, 12,16,22 B (\$1) - 1,4,6,11, 16,22 C (.50) - 1,4,8,11, 16,22 D (.50) - 1,16,22 520 A - 1 E (.25) - 1,22 610 D (.15) - 1,16,18, 23 680 A - 1,5,12 685 A (\$2) - 5 700 C (\$2) - 5,11 D (\$2) - 5,11 E (2.50) - 5,11 860 A - 1 930 A - 1,11 980 C (.50) - 1,4,11,22 995 A (2.50) - 6,22 B (2.50) - 1
130 F - 20 135 C (\$2) - 1,11 135 D (\$2) - 11 150 E (\$2) - 2 F (\$2) - 2 G (2.50) - 1 H (2.50) - 1, 10,22 J (2.50) - 1,22 K (\$3) - 1,4,9 L - 1 M - 11 O (\$1) - 1 R (\$1) - 1,22 Y - 22 190 B - 11 195 A - 1 C (2.50) - 1,2, 9,11 200 E (\$2) - 1,2, 11,22 220 D (\$2) - 5,11,22 320 C - 1,2,7,10,11, 22,26 350 A - 1 370 A (.25) - 1,4,5, 6,7,11,14,21,22 415 A - 26 435 A - 1 455 G (.15) - 4,6,11 460 B (\$3) - 1,2,11	<u>INDIANA</u> 180 B - 1,11,16,22 200 C (\$1) - 22 350 C (.15) - 1,6,8, 11,22 450 B (.50) - 1,4,5, 11,16,22 C (\$2) - 1,11, 19,22 D (.50) - 1,5,6, 11,16,22 460 A - B - 5 C - E (.25) - 1,4, 11,16,22 F (.25) - 1,4, 11,12,16,22, 23 G (.25) - 4,5, 11,12,22 I (.25) - 1,5, 12,16,22,23	<u>IOWA</u> 30 G (.50) - 1,11,12, 13,22 D (\$1) - 1,5,6,11, 12,22 110 A (\$3) - 1,4,11,19, 22 B (\$3) - 1,11,22 130 A - 1 150 A - 1,26 180 A (\$3) - 1,22 230 A - 1,5,22,26 230 K (.10) - 1,22 240 A - 1 300 A - 1,4 B - 1 C - 1,11 F (\$1) - 11,22

(Needless to say, putting such a list as this on a stencil takes a good deal of figuring, hence I hope I shall be forgiven for the inverted step ladder effect. All tokens catalog \$3.50 unless followed immediately by a figure in parentheses, in which case that figure represents the catalog value. - JMC)

PITTSBURGH DISTRICT NOTES

It seems that your district correspondent has been a bit remiss in his reporting; upon checking up on his records he believes that no regular report of meetings has been made for quite a while. If so this article will endeavor to bring reports up to date.

The Pittsburgh District Token Collectors met on Sunday, November 20, 1954; Sunday, January 16, 1955; and Sunday, March 20, 1955, as per schedule. While interesting in their own right and to us, I fear that there was little of importance to the membership as a whole in the first two meetings.

Our March meeting was a little different from the usual trading and discussion sessions. In conjunction with a discussion of the coming convention in Seattle the following suggestion was presented and worked up: We had decided previously to hold another "open air" meeting on Sunday, July 17 (our regular date) at "Hagyacres" Farm, Magee Road, Sewickley Heights Township, Pa. Our new plan is to have a 2-day meeting Saturday and Sunday, July 16 and 17. We believe that such a plan will allow AVA members to attend either or both of these days, thus having a real get-together. The location is handy to Pittsburgh hotels and motels (for those who want to rough it, bring a tent, etc., and camp out in the woods nearby on the property). PDTC members will handle the other details, provided we know just who is coming and when. If this idea appeals to you, please drop me a line and let me know; or write me for further information. We believe this is a fine opportunity for AVA members to get together, trade, etc., especially since many will not be able to attend the convention this year. Don't forget...write me.

Although PDTC informed the AVA membership back in February, 1954, (via The Fare Box) that our group met every other month, starting with January, it seems that some were not clear on the date. This was brought out to us this past week when we received word that several Ohio members wanted to attend our April meeting. The regular dates were March and May but we hurriedly got together on Sunday, April 17, and held a meeting at your correspondent's home (or rather, his aunt's place...same address). Present were the Blacks, John Mackie, and Mr. & Mrs. McRobie of Akron and Mr. and Mrs. Koller of Canton. A very nice meeting was held, some trading done, and the usual pictures taken. Come back again, folks, soon.

In connection with our next meeting: though scheduled for Sunday, May 15, it may be moved to Sunday, May 22, as two or more of the PDTC members will not be able to attend on the regular date. At this writing it has not been definitely decided, so I advise anyone wishing to attend to contact Bill Eisenberg - 2717 W. Carson Street - Pittsburgh 4, Pa. Let me repeat: our PDTC meetings are always open to AVA members and friends, so if you can make it, come out and meet with us.

- Harry C. Bartley AVA 46 PDTC 2
7012 Ohio River Blvd, Ben Avon
Pittsburgh 2, Pennsylvania

LIST OF PRICES REALIZED

at an auction held in Syracuse, N.Y., by Barney Bluestone (coin dealer) on September 24, 1942. Mr. Bluestone's auctions were well known among collectors of transportation tokens in those days and I am sure that all prominent collectors of the day had an opportunity to bid in this auction. Mr. Levy sent me the catalogue.

1. NY 630 S - Chelsea Line Kipp Brown & Co.	\$3.60
2. NY 630 O - 7th Avenue Lines Marshalls & Townsend	3.60
3. NY 630 E - N-York & Harlaem Railroad (rosette)	5.25
4. NY 630 G - Third Avenue Railroad Harlem	3.55
5. NY 630 G - another one, like above	4.25
6. NY 630 H - Third Avenue Railroad Yorkville	4.25
7. NY 630 J - Third Avenue Railroad Harlem (holed)	3.60
8. NY 630 I - Third Avenue Railroad Yorkville	3.25
9. NY 630 P - Young & Ward 6th Avenue Lines	3.20
10. NY 630 Ta - Tyson & Co.	1.65
11. NY 630 Tc - Tyson & Co.	1.90
12. NY 630 Tb - Tyson & Co. (uncirculated red)	2.15
13. NY 630 K - 3rd Avenue RR to Cable Line	1.70
14. Va 535 A - N. Mechanicsville Turnpike Co. 25 Cents	6.20
15. Va 580 C - Norfolk City R.R.	2.25
16. Md 60 O - Central Railway Co.	.90
17. NY 695 A - Lake Ontario & Riverside	.90
18. Ohio 165 A or B - Cin. & Cov. Ferry Co. 1863	.90
19. Md 60 A - F.H.F. Co. (ferry)	2.75
20. Md 60 G - Peoples Line. J. Mitchell	2.90
21. Md 60 D - B F Z & Co Citizens Line	2.85
22. Md 60 I - North Balto. Pass. Railway	.50
23. Ky 510 P - Central Pass. R.R. Co. Half Fare Ticket	1.30
24. Mass 970 D - Worcester St Ry Co (aluminum)	1.30
25. Minn 540 G - Minneapolis Street Ry. Co. (horsecar)	1.35
26. Tex 340 A - North Side Railway Co.	1.35
27. Wisc 510 F - Milwaukee Street R'y. Co.	1.15
28. Va 500 A - Lynchburg & Rivermont	1.15
29. Ill 320 C - Freeport Street Railway 5	1.15
30. Ohio 165 K - Wm. Baker & Co. UP	3.25
31. Pa 750 F - Vine, Street Line Exchange Fairmount	2.00
32. Pa 750 G - 6th & 8th Street Lines	1.10
33. Pa 745 C - Parkers Landing Bridge Co. "tin" (i.e., lead)	4.50
34. Ohio 85 A - Wood Co. Bridge Co. 2 ^{1/2}	.60
35. Canada, Quebec 345 B - Hull Electric Co.	.60
36. Canada, Quebec 345 C - Hull Electric Co.	.60
37. Ohio 175 R - Municipal Traction Co.	.60
38. Ohio 175 T - Municipal Traction Co.	.60
39. Ohio 175 U - Municipal Traction Co.	.60
40. Tenn 430 C - Mabry Bell Ave. & Hardee St. Ry.	4.10
41. Sixteen miscellaneous different tokens	2.40
42. Like above, but sixteen other different tokens	2.40

These tokens were only a small part of a very large auction of 1,481 lots--mostly U.S. coins. I have assigned current Atwood numbers to the tokens for easy identification. Among interesting side-lights, Mr. Bluestone thought the Hull Electric Co. tokens were from Hull, Massachusetts. Perhaps the most astounding price is that of only \$1.35 for Tex 340 A, one of the truly rare tokens. The above list should give collectors an idea of what tokens were bringing back in 1942, thirteen years ago.

RALPH FREIBERG'S COLUMN

This month I am going to skip the new issues report although I do have two tokens to report. The first is another East Brady Bridge token, reported by Chris Cook. It is a token shaped like Ind 650 D. On the shape of this token, will have to figure out what to call it. After listing Ind 650 D it was brought to my attention that manufacturers call tokens of this shape a "clover leaf token." So before I list the East Brady token (315 B) I want to get some kind of symbol to show this shape of token. Also I have a brass 17 token from Westchester St. Transp. Co., but do not know the exact city from which to list it. It could be Mount Vernon, White Plains or some little city in that vicinity.

The next bunch of tokens which are a sideline to our main check list are those we call patterns or proofs. The best way I can explain a pattern is that when a company orders tokens, it is given a few tokens, any number from one to fifty. Then if it agrees on the style and metal, an order of tokens is made up. Most of the time the design and metal are acceptable to the company and the tokens are ordered, so proofs sent are used along with the regular tokens. However, those proofs that are not accepted either because of design or metal are what we call patterns or proofs. These so-called patterns sometimes can be obtained by visiting various transportation companies and sometimes when they have tokens of this sort they will be given to collectors. So when we print the list of patterns in The Fare Box you will not a lot of tokens which may sound strange to a lot of collectors. Also, you will note tokens in different metals in the pattern list. One of the most common of the patterns is a copper token similar to Ohio 125 A. The company was submitted proofs in aluminum and copper and decided to order the aluminum ones. Also it is very possible that some of the tokens which we have listed in our catalog are nothing more than patterns or proofs, but there is no real evidence to prove them patterns or legit tokens. Some tokens that might be in this category are some tokens of around 1943, where companies were submitted some made of steel and some of zinc. So in my own opinion and no one else's, it is very possible that in cases where not more than a dozen or so of a certain metal can be found that they are patterns. All of the above leads up to this. For sometime I have been asked to make a list of these patterns but put it off till Mr. Atwood got home again. I knew he had a list of these started and I've just seen this list and know that if I had started one I would not have had a majority of them listed. So those that I might have mentioned to the effect that certain tokens were patterns, please list them again to me so I can check to see if they are on this pattern list we now have. After we get this list printed in The Fare Box, we will then make a list of solids or unpunched errors.

NOMINATIONS FOR OFFICERS

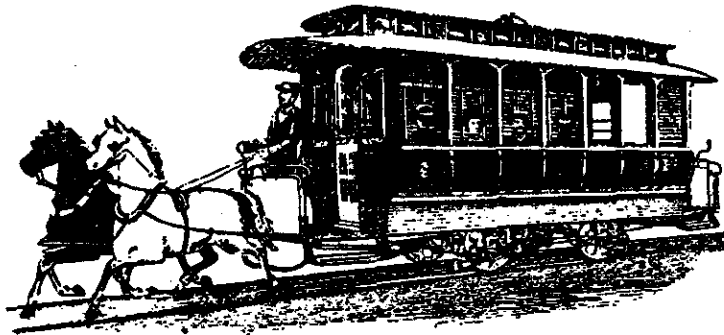
Mr. Schwartz reports the following nominations (all have accepted): President, Eroy L. Kimmons and Quincy A. Laflin. Vice-President, C.G. Jefferson. Secretary, Max M. Schwartz. Treasurer, R.K. Frisbee. Curator, William L. Black. Further nominations will be accepted until June 6, 1955. Sent them to Mr. Schwartz at 130 W. 42nd St., New York 36, N.Y. All members are eligible to be nominated.

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Asst. New Issues Editor
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VOLUME 9

JUNE, 1955

NUMBER 6

Until September 1, 1955, send all mail intended for The Fare Box to:
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

Members of the A.V.A. and purchasers of Atwood's Check List will find enclosed along with this issue a copy of the new Canadian Check List, compiled by Mr. Ferguson and Mr. Atwood. You are entitled to one Canadian list for each copy of the Check List you purchased, so let us know how many more you have coming. Additional copies of this list are available at 25¢ each. Please note we have used the same arrangement as in the U.S. list, using separate sheets for each province.

With regard to prices in the Canadian List, it should be noted that some tokens are listed at \$15 each. This is because these items are sought after by many besides transportation token collectors, hence a much greater demand. Actually, these tokens are more plentiful than many of our U.S. tokens which are listed at only \$3½.

The six little figures at the bottom of the page were made into a cut from little pictures found on a circular distributed by the Baltimore Transit Company. We have now just about filled up our masthead sheets with as much as we can put on them. As many of you know, the big horsecar at the top is from an engraving on a stock certificate issued in 1888 by the Covington & Oxford Street Railway Company of Covington, Georgia.

The Editor would appreciate it if someone would locate for him pages 109-110 of the December, 1954, issue of The Fare Box. A collector requires that sheet to complete his file.



A LETTER FROM MR. NICOLOSI

Dear Mr. Coffee:

Some news about the New Issues Project. It seems that the 44 subscribers that were interested in this project have not shown too much interest after all. They have had a whole month to send me the initial amount of \$3.50, and up to date I only have checks from one dozen subscribers. So that means another month's delay. It will hurt the twelve who have faithfully sent me the \$3.50.

If the others come in one by one it will take a book keeper to keep things straight. I wanted to start everyone interested at the same time to keep everything on an even keel.

So I'm stumped as to what to do. First of all I think I will try this: charge 5¢ over catalog price on the new issues I get. That will take care of all expenses that occur. If that fails I will have to take all expenses out of each \$3.50. Now if I go ahead and, say, order 44 tokens from a company and only the 12 that have sent me their checks want them, What will I do with the rest? And whom will I charge them to?

It's sort of a difficult thing to try to do if all do not cooperate, as they said they would by sending me the cards saying that they were in favor of this project. I hope that in my crude way I have made it clear as to how things stand. So will you put an article in the June Fare Box to this effect?

I do have a new discovery coming up soon and a couple more later on, so I am only going to get the tokens for the twelve plus a few extra. Then if the others who have not sent me the \$3.50 want the tokens they will just have to get them themselves. Am I justified, John? If not, I will just have to drop the whole thing and let someone else have the headache of book keeping.

So as it stands I am going to charge 5¢ over catalog price on all new issues I find. Not to make any profit for myself--as there would be very little profit, if any at all. Best Regards.

- John G. Nicolosi

The Editor of The Fare Box has published Mr. Nicolosi's letter just as he received it, because the letter expresses itself more eloquently than could any other words.

I think Mr. Nicolosi is entirely justified, in view of the fact that he has volunteered to take upon himself the tremendous and quite thankless task of serving as clearing house for this project. It is certainly a worthwhile project, and deserves every bit of encouragement we can give it. So why don't you collectors who have expressed interest in the project send your checks for \$3.50 on to Mr. Nicolosi? It is certainly not too late now to get this project off on the right foot. In these busy days it is quite easy for any of us to forget something like this and put it off till later. Now, however, it is of the utmost importance that we make up for our tardiness.

HISTORY OF TRANSIT IN EASTON, PA.

By O.P. Young

Northampton Central Street Railway Company

This company was incorporated March 3, 1899, under the general street railway act of 1889, to exist for the term of 999 years. In 1900, the line was constructed from Country Club Junction on the Easton, Palmer & Bethlehem line to Broad and High Streets in the borough of Nazareth. On January 3, 1908, it was consolidated with and merged into the Easton Transit Co. Length of line, 5.853 miles.

Easton and Bethlehem Transit Company

This company was incorporated on the 6th of July, 1892, under the St. Ry. Act of May 14, 1899, to exist for a term of 999 years. It was constructed a short time after passage of the Act, from the city of Easton thru West Easton and Glendon to Island Park. On January 3, 1908, it was consolidated with and merged into the Easton Transit Company. Length of line, 3.902 miles.

Easton and South Bethlehem Transit Company

This company acquired its name on May 19, 1906, on certificate of the Freemansburg Street Railway Co. in accordance with the Act of Assembly of 1903, and Letters Patent were accordingly issued by the Governor. The Freemansburg St. Ry. Co. was formed by the merger of the Bethlehem and Freemansburg Street Railway Company. The Bethlehem & Freemansburg St. Ry. Co. was incorporated under the St. Ry. Act of 1889 on March 16, 1899, for a period of 999 years. The Freemansburg St. Ry. Co. was incorporated on June 7, 1899, under the St. Ry. Act of 1899 for a period of 999 years. The lines of this company extend from the city of Easton to Freemansburg, Northampton Hts and South Bethlehem; also a branch line from the village of Butztown to Middletown Junction which connects the Easton, Palmer & Bethlehem St. Ry. with this company. On February 3, 1909, the Easton & South Bethlehem Transit Co. was consolidated and merged into the Easton Transit Co. Length of line, 12.623 miles.

The Easton Transit Company as now constituted consists of the following companies: Easton & South Easton Passenger Ry. Co.; West Ward Passenger Ry. Co.; Centre Square & Delaware Bridge Passenger Ry. Co.; Easton, Palmer & Bethlehem St. Ry. Co.; Northampton Central St. Ry. Co.; Easton & Bethlehem Transit Co.; and the Easton & South Bethlehem Transit Company, with a total of 41.76 miles.

Pennsylvania Motor Company

This company was incorporated on November 13, 1889, under the Act of Assembly of April 22, 1887, and operates a line of street railway commencing in Centre Square, Easton, thence thru North Third Street, Chestnut Street, Cattell Street, Burke Street and Paxinosa Avenue to the northern limit of the city of Easton. It operates this line under a lease dated January 4, 1889, for 999 years, from the Easton & South Easton Passenger Railway Company, now the Easton Transit Company, which gives it a perpetual right to do so. Length of line, 2.186 miles.

Phillipsburg Horse Car Railroad Company

This company was chartered by special Act of Assembly of the State of New Jersey, 1866, giving it the right to construct a horse car railroad over the streets of that town and to make extensions. It was supplemented by an Act of 1867, which did not, however, interfere with its franchise.

The company operated its line of street railroad by horsepower down to 1894. In 1894, by permission of the town of Phillipsburg, the line was rebuilt and equipped electrically, and has been operated as an electric street railway to date.

The company under its original charter has extended its line beyond the limits of Phillipsburg to the village of Alpha. There was no time limit in the franchise granted under the ordinance mentioned, nor to its extension to the village of Alpha. The franchise of this part of the line of the company is therefore perpetual.

In 1907, an ordinance was adopted by the Town Council of Phillipsburg authorizing the company to extend its tract over what is known as Heckman Street to the point next to the Ingersoll Rand Drill Works. This ordinance limits the extension of this particular franchise to twenty years. The Phillipsburg Horse Car Railroad Company therefore owns a perpetual and exclusive franchise over its entire line now operated by it with the exception of what is known as the "Heckman Street Extension."

Length of lines, 6.546 miles.

This street railway system has direct connection with Easton, Bethlehem, South Bethlehem, Freemansburg, Nazareth, Butztown, Middletown Junction, Farmersville, West Easton and Glendon in Pennsylvania and Phillipsburg and Alpha in New Jersey, and traverses a population of 85,000. Close connections are made at Bethlehem and South Bethlehem for Allentown, Catasauqua, and Slatington: at Nazareth for Bath, Wind Gap, Pen Argyl, Bangor and Portland: at Easton for Reigelsville, Willow Grove, Doylestown and Philadelphia: and at Phillipsburg for Stewartsville, New Village, Washington and Port Kurray, N.J.

The above article, continued from last month, is reprinted herein exactly as written. Readers should bear in mind that it was written about 1939, and at that time there were several electric street railway lines still operating in the vicinity of Easton. Now, unfortunately, there are no more such lines left.

BOOK ON STREET RAILWAYS OF NEW ORLEANS

The Editor has recently received a copy of Interurbans Special #17, Street Railways of New Orleans. It has 96 pages with lots of pictures and stories and details. Here in detail is the whole story of streetcars in this interesting city. Well worth the \$2.00 price. It is available from Ira Swett - 1416 So. Westmoreland Ave. - Los Angeles 6, California.

RALPH FREIBERG'S COLUMN

While there was not much to report last month, this month is a lot better. First we have a couple tokens reported by Max Schwartz who obtained them from Melvin Fuld. These were from a collection that had been out of circulation for almost 50 years. So again it proves the point, there are still many tokens that we do not know about remaining to be found. The Fare Box has been in existence for eight years, so those who have joined up with us since its start should realize that before this we had no good method of reporting tokens. Chris Cook has come up with another old one. Held up this listing last month as was trying to figure a method to list these. We have no designation in our index for this type so until we have a new check list, call them (Sc)(shaped like a clover leaf). There was also another of this type listed two years ago, Ind 650 D, and several others. A clover leaf style Sc token has four points.

Another clover leaf style token has been found by Ivan Cline for a ferry down in Kentucky. He believes there were also tokens for another ferry near Calhoun, but cannot find any. He's also figuring on making some more week end trips to various places to see if he can find any more of these ferry tokens. Out here in California any of these small ferries are run by the State, and no fee is charged. However there must be many rivers in this country where ferries operate or have operated, and investigation can be made if tokens were ever used. Get some of these and you can find it is almost a good method of obtaining tokens you need in exchange.

We have a new token for the line from Shake Heights to Cleveland and am listing under Cleveland since people usually pay fare on this line when they get off in Cleveland, and also pay there when they get on. The other token is also listed from Cleveland and also was paid when you got on. This was formerly used on the Shaker Hts Line. The other two tokens from Minneapolis have appeared which I mentioned a couple issues back. Floyd Barnett can obtain these for 75¢ plus postage. However I think the price should have been 90¢ plus postage. A token for a 25¢ ride may be obtained 5 for \$1.00, one for 30¢ ride at 5 for \$1.25, and one for 35¢ ride at 5 for \$1.50. We are running into quite a few zone fares these days, so these fares are based on distances traveled by this company. The unidentified token reported by Mr. Whitfield evidently seems to be a drummers check.

I have noted that more and more are cooperating on the census by Mr. Schwartz. I'd like to see more write in on these. Even if you should not have any of the tokens mentioned, please write in and say you've checked the list but don't have any. If any future revision of prices is ever made we cannot base it on what 26 collectors have, but need the entire membership.

I deleted a token a couple months back but see that someone is supposed to have it on Max Schwartz' list. So maybe will have to put Ill 795 F back in our list. Some tokens on which I've made investigation: Ala 560 J is in Atwood's collection. Ark 480 H listed as brass-plated should be silver-plated steel. No doubt some will argue on this one why two numbers in G as plain steel and H as SPS, but as long as they're listed this way, leave them alone.

-June 1955-

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Another token which is incorrectly described is Ky 370 C. It should be marked plain and lined reverse. A lined reverse is like most tokens of 16mm size in our collections. A correction sent in a couple years ago is in error on Minneapolis tokens 540 A and B. The tokens in Mr. Atwood's collection measure .845 and just under .890, respectively. So I think it should have been left as it was in the original list...A as 22mm and B as 21mm. However these celluloid tokens do not run exact on the entire lots.

Another item which has caused a lot of confusion is Minn 510 B. I do not know but there may be a pattern like the one described, but can find no evidence of same. However, some of the A tokens were ground down to approximately the size of a 5¢ piece, or a 21mm token. Some also feel the listing of 510 B should be same as 510 A, ground down to a 21mm size.

Last month word was also made of a token for Westchester Street Railway Co. Information has been received that these tokens were never used, but somehow a few got out. In this particular case it is best that this item not be listed. However, if in the future this company decides to release some of the tokens for collectors, it will be a different matter. It is best to bar certain tokens from our listings rather than antagonize certain companies and manufacturers.

Harold Chesney just made a trip to Rochester and found a brass 16 size token solid, which may be from Marinette, but with the different Twin Cities Transportation companies will have to recheck. He also reports that tokens are in use in Lima, Ohio, and it seems that 450 A and 450 C were also plated. Tokens now sell at 2 for 25¢.

Companies in Ludington and Midland, Michigan, are out of business so no bus service in these two cities at present.

The company in Stevens Point, Wisconsin, is still selling tokens at 7 for 50¢ and trying to get a raise in fares. I think this is about one of the lowest rates in country as far as token rates are concerned. One line out here in California has a 5 for 45¢ rate and that is San Jose. Expect in the near future some cities will be having a 25¢ bus fare.

(Editor's note: New Orleans, La., still sells tokens for 7¢ straight--the lowest big city fare in America.)

FINAL LIST OF NOMINATIONS FOR OFFICERS

Nominations closed on June 7, and at that time the following had been made:

For President.....	Eroy L. Kimmons.....	Accepted
For President.....	Quincy A. Laflin.....	Accepted
For Vice-President.....	William E. Eisenberg.....	Declined
For Vice-President.....	C. G. Jefferson.....	Accepted
For Secretary.....	William E. Eisenberg.....	Accepted
For Secretary.....	Max M. Schwartz.....	Accepted
For Treasurer.....	R. K. Frisbee.....	Accepted
For Curator.....	William L. Black.....	Accepted

Supplement to Atwood's Check ListBy Ralph FreibergINDIANA

Anderson 20 (found by Melvin Fuld; reported by Max Schwartz)
 THE ANDERSON ELEC. ST. RY. CO. ONE FARE
 E o Ca 23 Sd (streetcar) \$3.50

KENTUCKY

Beech Grove 45 (reported by Ivan B. Cline)
 RANGERS LANDING FERRY KENTUCKY HWY. 136
 A o A 31 Sd Good For One Fare (Sc) 2.00

MICHIGAN

Kalamazoo 530 (found by Melvin Fuld; reported by Max Schwartz)
 CITIZENS STREET RY. CO. CHILDS TICKET KALAMAZOO.
 M o A Oc Sd Citizens St. Ry. Co. G.K. Wheeler
 /Gen'l Mg'r Kalamazoo (22mm) 3.50

MINNESOTA

Minneapolis 540 (reported by Floyd Barnett)
 MEDICINE LAKE BUS CO.
 AF Bz 20 Tr-sc Good For One Fare .30
 AG Bz 23 Tr-sc " " " " .35

OHIO

Cleveland 175 (reported by Chris J. Cook)
 CITY OF SHAKER HEIGHTS
 X WM 23 RT-sc Good For One Fare .25

PENNSYLVANIA

East Brady 315 (reported by Chris J. Cook)
 EAST BRADY BRIDGE CO. GOOD FOR TWO HORSE VEHICLE
 B o B 30 Sd (blank)(Sc) 3.50

UNIDENTIFIED (reported by W.A. Whitfield)

THE LUDLOW HOUSE BUS LINE
 59 B 28 Sd (Return Check)

FROM PITTSBURGH

Pittsburgh District Token Collectors held the regular bi-monthly meeting Sunday, May 15, on schedule. It was decided to hold to our regular schedule as much as possible in order to save confusion on dates. Henceforth unless definitely specified in advance our meetings are the third Sunday of every other month (Jan, Mar, May, July, Sept, Nov). Meetings held in the regular location, Room 1208 House Bldg, Smithfield St., Pgh, except July which will be held at "Hagy Acres" Farm, Magee Road, Sewickley Heights Township, Pa.

Plans for the coming two-day meeting at The Farm July 16 & 17 were discussed; everything depends on you AVA members, so please write and let us know how you feel about this and, to be sure, if you are coming.

An item of interest to trolley fans: a six-alarm fire destroyed Barn #2 at Homewood and some 14 cars of the Pgh Rys Co. Many of these were FCC cars, some being the very latest models. The fire was reported to have started in an old car which was used as a tow-car (M-197).

-Harry C. Bartley

For sale or trade - Pa 870 A tokens, only 6 of them at 50¢ each.

Stamp please.

Ivan B. Cline - 808 West Illinois St. - Evansville 10, Ind.

For Trade: Alaska 500 A.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

AGENDA FOR THE ANNUAL AVA CONVENTION IN SEATTLE

Saturday, August 6

10:00 a.m. to 12 Noon: Registration and getting acquainted.

12 Noon to 1:30 p.m.: Lunch

1:30 p.m. to 5:00 p.m.: Business session

- a. Election
- b. Routine business
- c. Installation of new officers

5:00 p.m. to 6:45 p.m.: Recess

6:45 p.m. to 8:00 p.m.: Banquet. (Group picture afterward)

8:00 p.m. to 10:30 p.m.: Entertainment:

1. Speaker on metalurgy of copper, bronze, and brass.
2. Paper by Cecil Jefferson "Factual History of Seattle's Tokens."
3. Showing of slide pictures of rare tokens of the Northwest, Alaska, and British Columbia. Paul Fouts, commentator.
4. Auction results.

Sunday, August 7.

10:00 a.m. to 12 Noon: Business session

12 Noon to 1:00 p.m.: Lunch

1:00 p.m.: Tour of the city, either in a chartered sightseeing bus or in private autos.

The Annual Convention will meet at the Hotel Edmond Meany, one of the most modern hotels in Seattle ("every room is a corner room.") This hotel is located in the University District, near the homes of most Seattle collectors. They have a fine banquet room in which the business sessions will be held. Members attending the convention may stay at the Hotel Edmond Meany, or they may prefer to stay at one of the many motor courts nearby. Contact someone in Seattle for further details.

Mr. Fouts is trying to work out arrangements with Seattle Transit for a special souvenir token, actually good on the buses, for all who register for the convention.

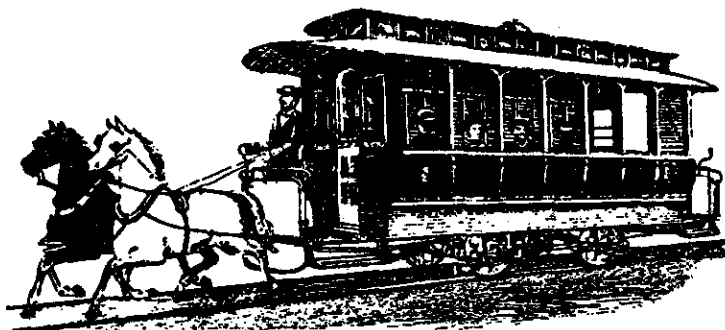
Finally, lots for the convention are earnestly solicited from all collectors. If you have any tokens for the auction, please send them as soon as possible to the Seattle Transportation Token Club, 609 Peoples Building, Seattle 1, Washington.

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
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Association

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VOLUME 9

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NUMBER 7

HOWARD C. LAIBLE

The Editor has just been informed of the death, about two months ago after a long illness, of Mr. Howard C. Laible of Los Angeles. Mr. Laible was a fine gentleman and he possessed one of the largest U.S. collections of fare tokens in existence. We shall all miss him.

ALL ROADS LEAD TO SEATTLE

The annual convention of the American Vecturist Association will convene in Seattle, Washington, on Saturday, August 6, 1955. We look for a large attendance, and hope you will be there. The convention will be held at the Hotel Edmond Meany, located at the corner of East 45th Street and Brooklyn Avenue. Someone will be on hand in the lobby Friday afternoon to greet early arrivers. If you wish you are invited to call Paul Fouts at his office, 609 Peoples Building (located downtown at the corner of 2nd Avenue and Pike) whose phone is EL 1826, up till 6 p.m. After 6 p.m., call Gus Nilson at SU 7813.

Featured at this convention will be the big mail auction, which is listed by lots inside this issue. Get your bids in to Mr. Fouts as early as possible. In addition to this, the AVA election results will be announced. Be sure to mail your ballot to Mr. Fouts. It is enclosed with this issue. It is important that you vote. There have been AVA elections decided by only one vote in the past.

The convention is held the same week end that sees Seattle's famous "Seafair." Sunday the 7th will witness the world famous speed boat race on Lake Washington. This reminds us that it is rather important for those who are coming to get their hotel reservations in immediately. Seattle will be crowded that week. See the article inside this issue with respect to reservations.



HOW DO YOU GET MORE TOKENS?

The Editor has often been asked by new collectors how to obtain additional tokens for their collections. At the risk of boring some of the old timers, I am going to take this opportunity to discuss some of the tried and true ways of increasing the size of a collection of transportation tokens.

In the old days, say ten or more years ago, it was next to impossible to find a collector willing to sell his duplicate tokens for cash. In those days everyone insisted on trading only, and a collection of 800 varieties was a large one. Now things have changed. Collectors have discovered ways of doing things on a mass production scale. Large collections are bought and sold almost every month. Huge accumulations of tokens move from hand to hand. The result is that some collectors have thousands of duplicate tokens for sale at face value, hundreds of varieties of them. This practically places some of our veteran collectors in the "dealer" category, since they do lots of selling of tokens. There seems to be a stigma in our hobby attached to being a "dealer," although there shouldn't be. No one makes a living at selling tokens, although some do make a little on the deal, to be sure. The Editor has himself made a little as a result of fortunate token finds. There is nothing wrong with this. In any event, a new collector may obtain several hundred different common tokens at ten cents each by purchase from other collectors. This is perhaps the best way to get a start these days.

Another good way is to visit bus companies. Bus companies always have a number of odd tokens which they have collected through their fare boxes. These out-of-town tokens are usually sold to collectors at the regular rate of fare or lower. Many different tokens for your collection can be picked up in this way, including an occasional rarity. Then you can write bus companies in different cities. Simply address your letter to the bus company and the city; it will be delivered. Enclose 25¢ or more and a stamped self-addressed envelope. They will be glad to send you the tokens they are using. Ask if they have any old ones around. Sometimes you get a nice oldie from them in this way. For new issues, the simplest way is to join Mr. Nicolosi's New Issues Group.

After you've accumulated some fairly decent duplicates, you can do a lot of trading with other collectors. This always helps out. Trading is the great backbone of our hobby, although of late it seems to have become increasingly out-of-favor.

Be sure to visit coin dealers. Most of them are abysmally ignorant of token values and their prices are either ridiculously high or excitingly low. Search through their nickel and dime boxes. Many a rarity has turned up there. A few dealers pose as great authorities on tokens. Don't you believe it! Unless they have Atwood's Check List, chances are, they don't know a transportation token from a hat check.

Finally, be sure to bid in the auction for the tokens you need. This is a good opportunity to purchase some good tokens for cash. Just be careful--don't bid too high. Some tokens are very much overpriced in the Check List. There are tokens listed at a dollar or more which exist by the hundreds in someone's hoard.

- J.M.C.

IF YOU ARE COMING TO SEATTLE, READ THIS

Inasmuch as Seattle will be crowded during Seafair Week, which is also the week we are holding our convention, those members who plan to attend the convention are asked to contact the Seattle Transportation Token Club and give them the following information.

1. What will be your choice of residence while in Seattle...hotel, motel, or private residence?
2. Do you wish reservations made for you? If so, what kind and for how many?
3. How many reservations do you wish for the Convention Banquet?

These are highly important questions, and it will be appreciated if all who are attending will write the STTC immediately furnishing this information. A post card will be sufficient. It is particularly important to know how many will be at the banquet, since we must reserve the room in advance.

Seattle Transp. Token Club - 609 Peoples Bldg. - Seattle 1, Wash.

NEWS FOR NEW ISSUES SUBSCRIBERS

Mr. Nicolosi informs us that he has sent to Medicine Lake Bus Company for their latest three tokens, Minn 540 AE AF AG. There is also the possibility that the three issues of the Cincinnati Transit Company will be mailed to you this month. There are now 32 paid-up subscribers. If others wish to subscribe, they will be welcome. Just send the initial amount of \$3.50 to Mr. Nicolosi, whose address is in our masthead.

THE BASIL BRANDON COLLECTION

Mr. Kenneth Smith (328 Avenue F, Redondo Beach, Calif.) has acquired the foreign tokens from the Brandon collection. With the exception of what was needed in his own collection, and about 50 which have been put aside for trading, the rest of the collection will be for sale, mostly at catalog prices. So send him your foreign want-lists. Among the dupes are such rarities as Quebec 745 G (trade only).

The United States tokens from Mr. Brandon's collection have been purchased by Mr. Freiberg. Mr. Freiberg plans to keep the collection intact, just as mounted by Mr. Brandon.

SPECIAL SOUVENIR FOR THOSE WHO ATTEND THE CONVENTION

Mr. Fouts has managed to pry loose from Seattle Transit several copies of an interesting token which they had made up but never placed in use. This token is hitherto unknown, and whether or not it will ever be placed in use is doubtful. The only way you can get ahold of one is to be present for the Convention. Everyone who attends will be presented one as a souvenir.

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New issues for sale - Conn 305 K 20¢; Fla 710 D 15¢; Ga 780 J 15¢; Ill 150 X 20¢; Nebr 360 G 15¢; NJ 20 F 15¢; Ky 250 C (1ge 1trs) 35¢; Please send stamped envelope.

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

For sale - 2x2 Manila coin envelopes for tokens--100 @ 20¢; 500 @ \$1; 1000 @ \$2. Add 10¢ postage for each 500. Sample on request.

Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio

For sale at catalog: Alaska 500 A; Minn 600 A; Pa 70 A,B (1ge & sm); ND 600 B; Kiddie token at 10¢.

John G. Nicolosi - 2579 35th Ave. - Oakland 1, Calif.

CHANGE OF ADDRESS

Harold Ford, Jr. - 1308½ South 12th Avenue - Los Angeles 19, Calif.

APPLICATION FOR MEMBERSHIP

187 Charles S. Koenig - 1910 George Street - Chicago 13, Illinois

The above application, together with the admission fee and dues, has been received by the Secretary. If no written objection to such application is received by the Secretary by August 1, 1955, the applicant shall be admitted to membership on August 10, 1955.

PITTSBURGH MEETING CALLED OFF

Due to circumstances, the Pittsburgh District Token Collectors Club will NOT hold the 2-day meeting at Hagy Acres farm July 16 & 17 as previously stated in The Fare Box. Instead a regular meeting will be held Sunday, July 24, at the regular meeting place, Room 1208 House Building, Smithfield Street, Pittsburgh, at 2:00 p.m. All who can are invited to attend.

- Harry C. Bartley

ELECTION OF OFFICERS

Enclosed along with this issue, A.V.A. members will find the official ballot. You are requested to mark your ballot immediately and send it to the election committee. Mr. Laflin has appointed Paul Fouts, Donald Johns, and August J. Nilson, to the Election Committee. Mr. Fouts will serve as chairman, and ballots must be mailed to him.

Ballots must be received before August 6 at this address:
PAUL FOUTS - 609 PEOPLES BUILDING - SEATTLE 1, WASH.

Please be sure to mark your outer envelope "A.V.A. BALLOT" so it will not get confused with auction bids and other correspondence. Do not put any other mark on the ballot, except the "X" after the man you're voting for--if you want to insure secrecy. There are only 2 contests this year: For President, Eroy L. Kimmons and Quincy A. Laflin. For Secretary, Bill Eisenberg and Max Schwartz. All excellent men, and no matter who wins, the A.V.A. is assured of competent leadership for the year ahead.

SEATTLE TRANSPORTATION TOKEN CLUB'S ALL MAIL AUCTION

Held in conjunction with the American Vecturist Association Convention, Seattle, August 6 and 7, 1955. This auction is open to all bidders. Closing date for bids: August 6 at 12 Noon. Mail bids to - Paul Fouts - 609 Peoples Building - Seattle 1, Wash.

<u>lot no.</u>	<u>Atwood no.</u>	<u>description</u>	<u>minimum bid</u>
1	Pa 320 A		none
2	Ind 275 B		\$2.50
3	Ind 180 A		1.00
4	Ind 930 B		2.50
5	Ky 510 O	slightly scratched	2.50
6	Ill 125 A		2.50
7	Ind 650 B		1.00
8	Ind 650 C		1.00
9	Ind 650 A		1.00
10	Kans 820 A		2.00
11	Wisc 510 D		.75
12	Ill 600 B		2.00
13	Pa 870 A		.50
14	Ill 120 A		2.00
15	Ohio 15 B		2.00
16	*** - Vo 31 Sd Shoreline Boston to New York/Lv, Boston at 1 PM & 9:30 PM. Sundays at 9:30 PM. (time table) like new, choice.....		3.00
17	*** - Ve 31 Sd Stonington Line. Boston to N.Y./Lv, Boston at 6 PM except Sundays. (time table) like new, choice.....		3.00
18	Ky 510 BD, 510 BN; Pa 280 B, 605 B (lot of 4)		1.75
19	Wash 755 A		1.00
20	Wash 880 G, 880 I, 880 J (lot of 3)		none
21	Canada - B.C. 850 A		1.00
22	Alaska 450 D		.75
23	Alaska 450 E		.75
24	Ore 130 A		.50
25	Ore 80 A		.50
26	Mich 470 B	small edge nicks	none
27	Calif 450 I		none
28	Sweden 800 J	Stockholm brass oval Sd	2.00
29	England 300 F	Halifax B 31 Sq-sc	1.00
30	England 90 D	Bradford Boars head	1.00
31	Canada - Ontario 675 D		.75
32	D.C. 500 B		.75
33	D.C. 500 A		.75
34	Wisc 510 F		1.00
35	Wisc 500 C		.50
36	Wisc 500 B		.50
37	Wash 250 E	two edge cuts	none
38	Wash 80 D		.25
39	Texas 690 A		none
40	Tenn 430 E		1.50
41	Tenn 430 B		2.00
42	Tenn 430 A		2.00
43	S.D. 760 A		2.00

44	Pa 750 AD		\$2.50
45	Pa 750 G	worn	.50
46	Pa 720 A		.50
47	Pa 515 A		1.00
48	Pa 495 A	incline plane	2.00
49	Pa 400 C		none
50	Ohio 520 G		1.00
51	Ohio 175 R		1.00
52	Ohio 10 L		.50
53	Ohio 10 K		.50
54	Ohio 10 J		.50
55	Ohio 10 I		.50
56	Ohio 10 A		1.50
57	N.D. 600 B	no aluminum rim	1.00
58	N.Y. 780 A	large letters; worn	1.00
59	N.Y. 630 Ta		1.00
60	N.Y. 630 K		none
61	N.Y. 75 A		none
62	N.M. 430 A		none
63	N.M. 40 B		.50
64	N.J. 555 B		none
65	N.J. 555 A		none
66	N.J. 115 B		none
67	Neb 540 O		2.00
68	Neb 440 E	green	1.00
69	Neb 440 D	red	1.00
70	Neb 440 C	white	1.00
71	Mont 660 B	edge damaged	none
72	Miss 900 E		.50
73	Miss 900 C		.75
74	Miss 620 A		.50
75	Minn 760 G		none
76	Minn 760 A	small nick on edge	1.00
77	Minn 540 H	slightly worn	none
78	Minn 510 A		3.50
79	Mich 935 M		none
80	Mich 935 K		none
81	Mich 935 J		none
82	Mich 470 A		1.00
83	Mass 45 A		none
84	Md 60 AM		none
85	Md 60 AK		.75
86	Md 60 AB	enamel worn	none
87	Md 60 U		none
88	Md 60 T		none
89	Md 60 P		none
90	Md 60 K		none
91	Md 60 J		none
92	Md 60 I		none
93	Ky 510 AN	slightly bent	none
94	Ky 510 AM		none
95	Ky 510 C		2.00
96	Kans 640 A		2.50
97	Kans 40 E		none
98	Iowa 930 B		2.00
99	Iowa 300 D		none
100	Iowa 230 B		1.50

Auction rules printed in June & July, 1955, Fare Box. Prices Realized will be printed in The Fare Box.

Supplement to Atwood's Check ListBy Ralph FreibergCALIFORNIA

Burbank 110 (reported by John Nicolosi; ex Maverick #31)
 T & T BUS (incuse letters)
 D S 21 Sd (same as obverse)(2 var: thick & thin) \$0.10

INDIANA

Hazleton 405 (reported by Ivan B. Cline)
 M.O. DECKER OWNER HAZLETON, IND.
 A o A 25 Sd Good For Hazleton Ferry (counterstamped) 2.00

Petersburg 750 (reported by Ivan B. Cline)
 ROGERS FERRY CHECK
 A B Oc Sd On White River (26mm)

OHIO

Cincinnati 165 (reported by John Nicolosi)
 CINCINNATI TRANSIT (BUS & TROLLEY COACH)
 AC B 16 Ball One Adult Fare (bus & trolley coach)(2 sl) .20
 CINCINNATI TRANSIT SCHOOL FARE (BUS & /TROLLEY COACH)
 AD B 23 Ball (same as obverse)(2 slots) .10
 CINCINNATI TRANSIT SCHOOL OR HALF FARE / (BUS & TROLLEY COACH)
 AE WM 23 Ball (same as obverse)(2 slots) .10

WISCONSIN

Marinette 430 (reported by Harold Chesney)
 TWIN CITY TRANSPORTATION CO. T
 I B 16 Sd Good For One Fare T .15
 J B 23 Sd " " " " "

(The token reported last month from Cleveland, Ohio, should bear the number 175 AB, instead of 175 X.)

RALPH FREIBERG'S COLUMN

Heading the list for this month is another ferry token found by Ivan Cline. It was used some time back. I'm unable to make out exact letters counterstamped on the token, but it also has four notches on its side. This was done to enable person running the ferry to distinguish his own tokens mainly because of failing eyesight so he could feel if they were his own tokens or not. Mr. Cline reports he is making more weekend trips to various ferries that have operated on rivers in search of tokens.

The token from Burbank is one that has puzzled us for some time but the line is listed in Los Angeles phone book under Burbank. A letter by Nicolosi to the company revealed no information but they did enclose both varieties of tokens. These had shown up in the past in southern California but exact location of bus was unknown. Most collectors had already had these tokens for some time. The token is listed as steel, but possibly it is actually nickel; nickel will be picked up by a magnet but not with such vigor as steel.

Cincinnati has gone back to tokens mainly because they are using a new type of fare box which sorts out coins and tokens. They had been using tickets for a few years.

Marinette token was mentioned last month but town had not been checked by then. Both size tokens are good for one fare on them, but perhaps the larger one is for school fare.

Mort Dawson also reports a token he has picked up for Camp Taylor Bus, probably from Louisville. Blue Motor Coach says not used by them and I'm trying to get word from Louisville Transit.

Just as I was typing this, the mailman came and now we have another ferry token from Ivan Cline, from Petersburg, Ind. Cline had heard of this token but spent many wild goose chases looking for it and finally through an ad he had run in a paper there a party in the town found about five of them and so Ivan rushed over and picked up. Price quoted is still tentative; if no more are found, it should be higher.

Also I have a letter from Mr. Schroeder of Elmhurst, N.Y., in which he reports a token size 33, white metal, which looks like one of the old New York City tokens with an omnibus on it. However, no mention of ticket or good for fare, so at this time not known if a fare token or not. Anyone know anything about such a token? Atwood reports he has had one for some time now and didn't list because of similar doubts. It says "J. SOLANAS & CO. TRANSFER LINE".

For some time I had been waiting for Mr. Atwood to get home so he and I could check some tokens. So now I've been making trips to see him to correct some mistakes or errors in reported tokens. Mr. Atwood has also recently acquired some tokens from Mr. Laible's collection. Mr. Laible had been in ill health for a couple years, so when the Check List appeared, he wasn't able to check it with his own tokens. So for a few months there will be some corrections made as a result of checking his tokens. First of all, on Calif 575 B, 775 C; Ga 60 F and G. These are celluloid and cream color, so should be listed as Ck. These tokens were then colored or dyed a sort of red magenta and due to process they used, the letters on the token didn't seem to get dyed, so letters stand out in the cream color of the token. Ga 60 F & G are made the same way but 60 F should be 23mm and G should be 21mm. Don't know of anyone else having these four tokens, as Mr. Atwood had obtained a couple from the Laible collection. A couple other tokens I would like to check on are tokens of the Pearl Harbor Drivers Association. Just when we were sending listings to Mr. Coffee at the end of 1952, we noted the difference in apostrophe on the tokens and so made different listings for 540 D and F. However this was before I was micrometer conscious. Have not noted that the tokens with the apostrophe are a half millimeter different from the brass tokens without apostrophe. However in size they are still a 21mm token although there is difference of 1mm between the two. It's possible that these were made after the law was passed not to make tokens the exact size of a U.S. coin, or the size of a nickel. There are two varieties of 540 G (dies) and I believe only the 540 G type had the leaf stamped out on them or 540 F as both these varieties show up on the 540 F. All this leads to is the fact that I don't believe any of the larger ones were stamped out this way and therefore if no one does have the token listed as 540 B it is non existent....so if anyone does have such a token, please let me know.

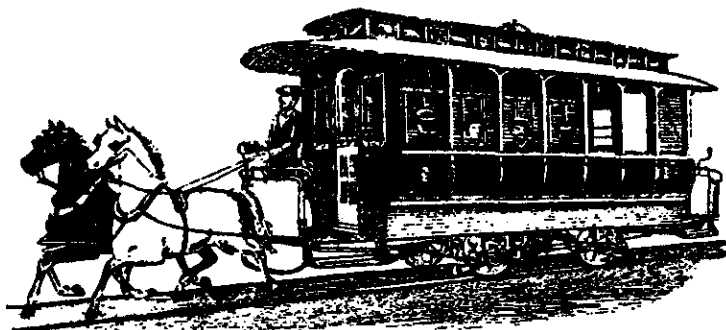
If anyone doubts the existence of any token, will he please contact me and let me know. Then I shall try and find out who may have it.

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
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Association

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VOLUME 9

AUGUST, 1955

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KIMMONS AND EISENBERG ELECTED

Eroy L. Kimmons was elected President, and William E. Eisenberg was elected Secretary, in votes tabulated at the Seattle Convention. Their majority was about 20 in a total of about 86, in each case. The exact vote will be given in the next issue.

The Seattle Convention was a smashing success, and there was thorough good feeling all around. All went away happy. Weather was perfect for the three-day get-together. Most of the delegates were on hand Friday evening, and there was a meeting at Paul Fouts office followed by a gathering at Gus Nilson's house. The banquet Saturday was excellent, being followed by talks by Mr. Jefferson on Seattle tokens and by a Mr. Klock. Mr. Fouts showed beautiful slides of rare northwest tokens, and it was remarked that this was an ideal way to show minor differences in token varieties. Sunday afternoon and evening were taken up by trips around Seattle, and by a magnificent buffet supper at Mrs. Jefferson's house. The ladies really gave us a feast! Few of the delegates got any sleep, the talk-fests going on and on in hotel rooms through the night. A number of rare tokens changed hands behind the scenes, although few would admit that they had brought any rare tokens.

Robert Chamberlain (332 West 79th St. - Seattle 7, Wash.) took endless pictures of the gathering from every angle. If you're interested in obtaining any of these, contact Mr. Chamberlain directly.

Your Editor will return to Boston the first week in September, so address mail to that address, after the 25th. Until the 25th, send it to 4104 6th Avenue - Tacoma 6, Washington.



THE AMERICAN VECTURIST ASSOCIATION CONVENTION IN SEATTLE

- minutes of the meeting -

President Quincy A. Laflin opened the meeting at 1:45 p.m. greeting the 22 members and guests attending. He introduced Paul Fouts, Host Director of the Convention who said a few words of interest to the out-of-town members telling some of the highlights about the Seattle Transportation Token Club and its value to its members and their hobby. Following this, the acting Secretary read the registration and those present were thus introduced. Before the end of the Convention the following had registered:

Mr. & Mrs. William L. Elack; Mr. & Mrs. Eroy L. Kimmons; Mr. & Mrs. August J. Nilson; John G. Nicolosi; Julius A. Kurtz; John M. Coffee, Jr.; Mr. & Mrs. Floyd Barnett; Donald B. Johns; Ralph Freiberg; Frank Guernsey; Kenneth W. Snyder; R.K. Frisbee; Mr. & Mrs. C.G. Jefferson; E.T. Barraclough; Quincy A. Laflin; Paul Fouts; Mary Lake; Robert Chamberlain; Mr. & Mrs. C.L. Carlson; Loren Bartlett; Neils Sundsted; Mrs. Catherine Foos; Mr. & Mrs. Ed Rudolph; S. Klock; Sherman A. Mahan.

President Laflin appointed the committees for the session as follows: Credentials: Kurtz, Snyder, Nicolosi. Resolutions: Kimmons, Mrs. Black, Freiberg. Auditing: Barraclough, Barnett, Guernsey.

The reading of the minutes of last year's convention was dispensed with on motion of Mr. Fouts inasmuch as they appeared in The Fare Box.

The Secretary's report was read as prepared for the meeting by Mr. Schwartz. President Laflin reviewed the report briefly and asked for corrections of which there were none. Report accepted with thanks.

Treasurer's report was read by Mr. Frisbee. Pres. Laflin asked for comments. Report was handed to Auditing Committee.

Fare Box report was read by Mr. Coffee, revealing a total of \$58 income (period of Jan. - June, 1955) and total of \$89.64 expenditure. Mr. Coffee requested he be allowed a check for the deficit plus an operating capital of \$75 for the next six months. Mr. Coffee also read a report regarding Atwood's Check List, which indicated that 139 lists @ \$3, and 32 lists @ \$3.50 had been sold (the latter to non-members) for a total income of \$529.00. Of this, \$419.86 has been used for expenses. In addition there was a loan from Mr. Guernsey of \$25 which has now been paid off with interest. There remains a balance of \$104.64 in the Check List fund.

Mr. Black, Curator, read his report. He said that he has many interesting news clippings and pictures and he invited anyone to inspect them. No expense was incurred by the Curator.

Mr. Laflin read his report reviewing his past year as President.

The Secretary read a letter written to Mr. Kimmons from Edgar Levy concerning an emblem design adopted by the A.V.A. and possibly to be incorporated into a pin should the membership show sufficient interest at a price at which these can be obtained. The drawing of the design was exhibited. A letter to Mr. Laflin from Robert Butler, Chairman of the Emblem Committee, was read concerning pins, plaques, emblems, etc. Prices were quoted in the letter. Mr. Kimmons moved that the questionnaire be included with the Fare Box to discover the membership's pleasure. Also presented for consideration were some tile plaques in two colors sent by Mr. Whitfield. These were on sale at the convention for 10¢ each. The design was accepted by the convention without further alteration--after some discussion as to whether the word "founded" should be added to "1948" in the design. Details about issuing a pin will be left to the Executive Committee.

Report of the Supplement Committee was read by Mr. Freiberg. The Committee hopes to bring out state supplements as funds allow. Discussion followed as to whether or not charge should be made for these, and it was decided that they should be sent out without cost as long as money remains in the Check List fund. Mr. Coffee agreed to print sufficient extras to go along with the unsold Check Lists. Mr. Laflin asked for suggestions on how one might get past supplements which have been printed in The Fare Box. Mr. Coffee stated he has an extra set of back copies to loan to anyone wishing to type the supplements contained in them. It was agreed that printing these again would result in more work and expense than would be justified. Mr. Freiberg and Mr. Coffee agreed to print hitherto unpublished supplements as long as funds are available for that purpose. Mr. Laflin thanked the committee and requested them to continue serving.

Foreign Check List committee (Laflin and K. Smith) report was read by Mr. Laflin. In a letter, Mr. Smith had suggested a plan for publishing the Foreign Check List in The Fare Box. Mr. Laflin dismissed the committee with thanks. Mr. Coffee moved, and Freiberg seconded, that the method of identifying tokens' colors by charts as outlined in Smith's letter be carried out, providing a sufficient number of these charts can be obtained for everyone. Motion carried.

Mr. Fouts gave a brief talk on the Seattle token which was presented to all registering at the convention. The STTC had these tokens mounted on a printed card in cellophane cover for souvenirs. The token itself is a brass school fare (20mm) not yet released as fare. Mr. Fouts talked the transit system into selling him a limited number of these for the convention only, and they cannot be obtained from the company by anyone else. Anyone may purchase these from the Seattle Club for 50%. Discussion followed in which concern was expressed lest any one collector obtain a large quantity of these tokens. Mr. Fouts assured all that this would never happen.

The Election Committee report was then read by Mr. Fouts, Chairman, who reported that about 80% of the membership voted, which is a high average for any group. In accordance with the election, the following will serve as officers for the coming year: Eroy L. Kimmons, President. C. G. Jefferson, Vice-President. William Eisenberg, Secretary. R. K. Frisbee, Treasurer. William L. Black, Curator.

The Secretary read correspondence consisting of a letter of invitation from the Midwest Transp. Token & Ticket Club of Minneapolis to hold the 1956 convention there. In discussion that followed, Mr. Kimmons suggested that by-laws be changed to that members vote on a location for conventions rather than have the choice left up to the Executive Board. A telegram of greeting and best wishes was read from Morton Dawson. Letters expressing best wishes for the convention were read from Max M. Schwartz, Felix M. Church, and Ivan B. Cline.

President Laflin read a letter from Mr. Schwartz saying he had not sent notice of the convention for publication in The Numismatist Publicity, however, in Seattle was reported covered by newspaper articles in both city papers, numerous announcements elsewhere, and a large painted banner on the front of the hotel. (This banner will remain property of the A.V.A. for use at future conventions.)

The meeting was recessed at 4:26 p.m. on motion by Mr. Coffee and second by Mr. Freiberg.

The second session, Sunday August 7, was convened by Mr. Laflin at 10:25 a.m., Pacific Standard Time. Mr. Laflin, after a brief address to the meeting, turned the gavel over to Mr. Kimmons the new President. Mr. Kimmons reviewed yesterday's work.

Outstanding debts were recorded for expenditures made by Mr. Lafflin in the amount of \$5.50; Mr. Schwartz, \$13.00. Mr. Coffee was immediately given a check by the Treasurer in the amount of \$106.64 to cover deficit and expenses for next six months.

Mr. Kurtz moved to reimburse Mr. Guernsey his loan of \$25 plus 6% interest out of the Check List fund. Motion carried. Mr. Fouts presented a bill of \$62.52 for convention expenses, which Mr. Kimmons authorized the Treasurer to pay at once.

Credentials Committee report was made that all was in order.

Auditing Committee reported that Treasurer's, Fare Box, and Check List, reports were in order. It was further recommended by this committee that after Check List indebtedness was paid off, the balance be placed in the general treasury of the A.V.A. Mr. Coffee objected to this, showing how this would lead to operating difficulties, delays, extra work, and force him on occasion to operate on his own capital until money was forthcoming through proper channels. Considerable discussion followed and Mr. Lafflin and Mr. Kimmons attested to Mr. Coffee's honesty and fine ability to handle things properly. Mr. Freiberg moved that regular reports be made by Mr. Coffee and that the balance of the fund be left as it is, in Mr. Coffee's possession. Motion carried.

In answer to scattered reports that 3rd class mail was too slow and undependable, Mr. Coffee pointed out that anyone wishing to pay for 1st class mail could have his Fare Box in that manner. It would amount to about 50¢ extra per year. It was estimated that additional cost to the AVA to mail all copies by first class would amount to approximately \$60 per year, which would create a further operating deficit. This because each copy weights over one ounce, thereby requiring 6¢ first class postage. Mr. Kimmons instructed Mr. Coffee to announce in The Fare Box that subscribers will have opportunity to get 1st class mail if they wish to pay 50¢ extra per year. If they want airmail, they may have it for \$1 extra per year.

Resolutions Committee presented the following revisions to the Constitution & By-Laws:

Article V, Section 1, should now read: "The President shall each year issue a call for nominations of officers to appear in the February issue of the official publication. Such nominations to be made by any member in good standing."

Article V, Section 3, should now read: "Upon receipt of such nominations, the Secretary shall cause them to be published in the official publication, together with the action of the nominees thereon. Nominations shall close ninety (90) days prior to the opening date of the annual meeting or convention."

Article V, Section 4, should now read: "Immediately after the close of nominations, the Editor of The Fare Box shall cause all accepted nominations to be published on an official ballot and shall mail a copy thereof to each member entitled thereto, together with an envelope marked "official Ballot" and a return addressed envelope to be mailed with the June issue of The Fare Box."

Article V, Section 5, should now read: "The envelopes containing the executed ballots shall be sent to the Chairman of the Election committee and be retained by the chairman."

Article VI, Section 1, should now read: "The Association shall meet in convention once every year on the first Saturday and Sunday of August at a place selected by the convention assembled. The time and place thereof shall be announced by the President in at least four issues of the official publication published prior to said convention."

Article V, Section 9 (a new section): "Upon a petition bearing the signatures of three-fourths of the membership in good standing being delivered to the Secretary calling for a special election with a purpose of recalling any or all officers, the Secretary shall cause notice of a special election to be made in the official publication. The Editor of the official publication, in the following issue, shall mail ballots to the membership, giving them the opportunity to recall the officer or officers named in the petition. Should such officer or officers be recalled, the Secretary shall immediately issue a call for nominations for a new election to be held immediately, in accordance with the provisions of Article V."

Mr. Jefferson moved that in case of emergency which prevented meeting at the accepted site, the Executive Board be empowered to select an alternative site. Rejected as unnecessary. All amendments printed above were agreed to, and subsequently approved by the Executive Board.

Mr. Laflin requested the AVA to present Mr. Black with Life Membership for his fine loyalty and service. Mr. Coffee seconded, and motion was approved unanimously.

Mr. Coffee moved that a vote of thanks be extended to Mr. Laflin for his excellent work as President during the past two years. Motion carried without dissent.

Mr. Coffee moved that a vote of thanks be extended to Mr. Max M. Schwartz for his fine and efficient work as Secretary during the past two years, and that the Secretary communicate such action to him by letter. Motion carried without dissent.

Mr. Laflin thanked the Seattle Club for all they did in arranging the Convention with particular thanks to Mr. Fouts. Mr. Laflin also expressed thanks to Mary Lake for acting as Secretary and requested that she be reimbursed for wages lost from regular employment on Saturday.

Mr. Fouts moved to table discussion on dropping membership of the AVA as a chapter in the ANA until next convention. A news story will be sent to The Numismatist, along with a picture, and our action next year will depend on whether or not these are published.

No further bids were asked with regard to meeting sites for next year. Consequently, Minneapolis being the only city asking for it, it was unanimously agreed to hold the 1956 convention in Minneapolis.

Mr. Fouts made some announcements and a farewell address to those who visited Seattle from other cities. He expressed the thoughts of all the Seattle Club members that it had made them very happy to have this convention meet here in Seattle.

Mr. Kimmons expressed his thanks for election as President, and for hospitality shown him, and bade goodbye to this session.

Convention adjourned at 12:50 p.m.

Auction results by Mr. Jefferson followed.

Respectfully submitted,

MARY LAKE, Acting-Secretary

APPLICATION FOR MEMBERSHIP

188 John Krusley - 2610 Argo Street - Youngstown 9, Ohio
Age 41, Steel Worker. Approximately 160 tokens in collection.

CHANGE OF ADDRESS

67 Donald B. Johns - 319 Olympic Place - Seattle 99, Washington
175 Sherman A. Mahan - 1320½ Roosevelt - Yakima, Washington.

PENNSYLVANIA

West Elizabeth 965 (reported by Harry C. Bartley)
W.E. BRIDGE CO. FOOT PASSENGER ONE WAY
F o A Oc Sd (blank) \$3.50

WASHINGTON

Kelso 420 (reported by John G. Nicolosi)
LONGVIEW KELSO BUS CO. "LK"
A WM 16 Sd Good For One Fare "LK" .20
Seattle 780 (reported by Paul Fouts)
SEATTLE TRANSIT SYSTEM (TREES & MOUNTAINS)
R B 20 2-slots Good For Child's Fare (trees & mountains) .10
/(not yet placed in use)

WISCONSIN

Superior 880 (reported by Max M. Schwartz)
ONE FARE TO ALLOUEZ OR SUPERIOR STANDARD BUS LINES
D o L 21 Sd "Ride On Air" (Mfg's name & address) 2.00

(make the metal bronze instead of brass for Wisc 880 C)

UNIDENTIFIED (reported by Morton Dawson)

CAMP TAYLOR BUS
60. B 20 Sd Good For 1 Fare

(From all indications, the above token should be from Louisville,
but I am unable to confirm this.)

RALPH FREIBERG'S COLUMN

Most of this month's issue of The Fare Box will be devoted to Convention news, so just a brief word on what was found this month. First, Mr. Bartley has come up with another one of the West Elizabeth bridge tokens. As for the Superior, Wisconsin, token, this was found by Mr. Schwartz who kept filing these tokens to show that they were all lead tokens with a bronze plating, and then discovered that there was a lead token as well as a bronze token. There are many tokens on which perhaps we could change the metal if we filed them a little. In this same line of thought, Mr. Schwartz has been working on the listing of Pa 745 A. He wonders if there is a bronze token or if a lead token with a copper plating. At this time I do not know who would have a Pa 745 A token of Parker's Landing. If anyone should have one of these, please let us know if it's lead or copper.

I'm still trying to find out if the Camp Taylor Bus token is from Louisville but can't get information as Louisville Transit and Blue Motor Coach both have never heard of it.

In Last month's issue we tried to rush thru the Cincinnati tokens and thru an error listed the 23mm tokens with 2 slots instead of 1 slot. It has been decided to keep listing as "ball" when there are 1,2,3, or 4 slots, providing they are curved and if enough of these would form a complete ball.

John Nicolosi discovered the Kelso token on his way to the convention. It's listed under Kelso as the former Longview Bus Co. had gone out of existence and someone living in Kelso then started to operate these buses.

CORRECTIONS TO ATWOOD'S CHECK LIST

Corrections to the Canadian Check List:

1. B.C. 300 A B C D - made 22mm.
2. B.C. 600 A - make 19mm.
3. Manitoba 900 A - on obv drop comma after L'T'D; drop comma after CHIPMAN; make the size 26mm.
4. Nova Scotia 850 A - change Sd to Ch; change size to 26mm.
5. Ont 475 B - change to Vm
6. Ont 600 A - drop hyphen between PHANTOM NORMAN
7. Ont 675 C D E - drop hyphen between DEPARTMENT POLICE
8. Que 345 A - on Rev make (copper H)
9. Que 620 A - change size to 34mm; add to obv (LOCOMOTIVE)
10. Que 745 D - add (incuse letters)

Corrections to the United States List:

1. Ala 40 B - on Rev there is a comma after ALEX CITY, (but not on A)
2. Ala 570 A - on Obv add $\frac{1}{2}$
3. Ark 435 B - add (die varieties)(shades)
4. Calif 630 A B C - on Obv add period after COLORADO.
5. Calif 760 A - on Obv put comma after SAN FRANCISCO,
6. Calif 950 A - on Obv no period after RY
7. Calif 950 C - on Rev made it ϕ instead of c
8. Calif 950 E - on Obv put periods after B. & B.
9. Colo 300 A - one side only make Obv period after TRANS. and also after CO.
10. Colo 860 A - make it 3c.
11. Conn 345 B - on Obv make it $2\frac{1}{2}\phi$ instead of $2\frac{1}{2}c$
12. Conn 560 B - on Obv put hyphen between BUNKER-HILL (A is okay)
13. Fla 300 A B C - on Rev change c to ϕ
14. Fla 310 A - one side has J scraped off so make Rev that way.
15. Ill 455 F G - on Rev change $12\frac{1}{2}\phi$ to $12\frac{1}{2}$ CENT
16. Ill 795 E - make it E o B Hx Ch (not solid). Delete (mfg's name)
17. Ind 460 A B C - on Obv delete all periods and make it IND'NP'LS
IND
18. Ind 660 E - large & small cut-outs
19. Ind 690 A - large & small cut-outs
20. Iowa 230 C - large & small CSR on both sides
21. Iowa 310 A B - on Obv delete period after CO
22. Iowa 640 I - 2 varieties, with & without period after CTS.
23. Kans 880 A - on Obv put period after COMPANY.
24. Kans 940 H I - on obv hyphen between BASE-TOPEKA
25. Ky 85 A - Rev change 10ϕ to 10c (B C D are okay with 10ϕ)
26. Ky 150 C to G - no periods after initials; P G VONDERSMITH
27. Ky 510 L - Rev it is TICKET and not TOKEN
28. Ky 510 Y - 2 var of Obv, with & without period after STREET.
29. Md 60 AE AF - comma is after BALTIMORE, not after MARYLAND
30. Mass 115 D - add period after UP. also add (21mm)
31. Mass 505 B - delete period after TREAS
32. Mass 690 A - on Obv no comma after LINES
33. Mich 65 C - on Obv add period after BUS.
34. Mich 265 A - add S to Rev GOOD FOR ONE SCHOOL FARE S
35. Mich 370 B C - on Rev after K.V.F.R. there is = instead of -
36. Mich 525 A - on Rev 2 var: with & without period after FARE.

37. Mich 585 A B - there is only one D in LUDINGTON
38. Mich 605 A to J - add period after POINTS.
39. Mich 605 K to P - for size put (25mm); make it Oc
40. Mich 605 J - make price same as others in 605 group
41. Mich 680 B - on Obv there is no period after CO
42. Mich 735 E - on Obv change I-T to I.T. (no hyphen); there are varieties of the Rev
43. Mich 845 B - add (gun metal star)
44. Mich 845 C - add (aluminum S)
45. Minn 30 A - varieties on the Rev
46. Minn 230 L - plain & silver-plated zinc
47. Minn 720 A - on Obv there is no comma after LINE
48. Mo 600 A - on Obv should be M & W
49. Nebr 420 B C - on Rev add period after YRS.
50. Nebr 500 A - color is carmine, not red. Make it Cc
51. Nebr 540 E - on Rev no periods after BROS CLOTHIERS or ST
52. NJ 885 A - on Rev delete periods after E M and add hyphen after HUNT -
53. NJ 885 A - on Obv there are no periods after F & E
54. NY 630 C D - on Rev add period after AGAIN.
55. ND 600 B - on Obv delete comma after SMITH
56. Ore 760 A - delete period after CO
57. Pa 105 A - variations in size of monogram
58. Pa 320 B - color is brown, so change Vr to V1
59. Pa 455 A - on both sides delete comma and also PA, making it simply to read HAZLETON
60. Pa 455 E - change listings in Feb 55 Fare Box to read HAZLETON
61. Pa 985 A - on Rev put hyphen between Pittstown - W. Wyoming
62. SD 260 B - on Rev add period after LEAD CITY.
63. SD 380 A - change size from 37 to 38mm.
64. SD 950 A - on Obv add ' to make it TERHUME'S
65. Tex 65 I - varieties of the reverse
66. Tex 710 A - on Obv change TEXAS to TEX.
67. Va 20 E - make price 15¢, same as others
68. Va 600 C - add (die varieties)
69. Va 620 O - add (21mm)
70. W.Va. 240 B - on Obv delete periods after letter L (4 places)
71. W.Va. 240 B - on Rev add period after CO.
72. Wisc 420 A - the correction in March 55 Fare Box #43 is for 420 A and not for 420 B
73. Wisc 510 D - on Obv add period after RAILROAD.
on Rev add periods after R.R.
74. Wisc 880 C - make the metal bronze
75. Wyo 810 A - on Obv delete comma after THERMOPOLIS
76. D.C. 500 B C D - add period after WASH.
77. Alaska 500 A - on Obv delete comma after KODIAK
78. Porto Rico 640 B - add (die varieties)

NEW ISSUES

Mr. Nicolosi informs us that he has secured a sufficient supply of the Kelso tokens to send one to every subscriber. If you subscribe to the New Issues Fund, you will receive yours shortly.

The new Seattle brass token, given as a souvenir to those at the Convention, may be secured from the Seattle Transportation Token Club (609 Peoples Building) for 50¢. The token is enclosed in a handsome printed card. You'll also be sent a souvenir convention program.

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

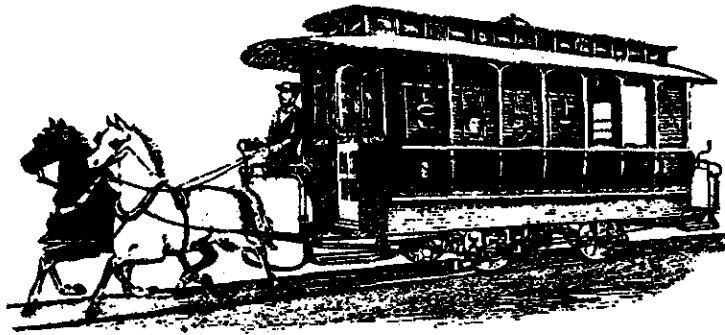
Published by the
American Vecturist
Association

Associate Editors

Harry C. Bartley

Robert M. Butler

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4142 26th Street

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Asst. New Issues Editor

John G. Nicolosi

2579 35th Ave.

Oakland 1, Calif.

VOLUME 9

SEPTEMBER, 1955

NUMBER 9

I am informed by Mr. Fouts that a number of collectors have been asking for the special souvenir Seattle token (given out at the convention) at a price lower than 50¢. No one claims that the token is worth 50¢, but the Seattle Club is selling them at that figure in order to help defray some of the printing costs, which were not charged up to the AVA. In addition to the token itself, handsomely mounted in cellophane in a printed card, each purchaser receives a souvenir convention program and a ribbon worn at the convention by those present. The token is considered only as a souvenir of the Convention, and as such I think the 50¢ price is not too high. It was given out free to everyone at the convention. Many of us wanted distribution stopped there, insisting that only those who had been present should have the token. However, Mr. Fouts felt it would only be fair to let those not present have an opportunity to purchase the token, PROVIDED they would help share printing costs. Under the circumstances, it is quite fair to all concerned. If you don't want to pay 50¢, you can wait till the token is put in use, when it will be available at 10¢.

Any subscriber who wishes to receive The Fare Box by first class mail may have it that way for 50¢ expense extra. Airmail is \$1.00 extra.

Be sure, when writing the Secretary, that you address your mail to Mr. Eisenberg, who lives at 2717 West Carson St. - Pittsburgh 4, Pa.

The next issue of The Fare Box will be our 100th consecutive monthly issue. We should appreciate some particularly nice articles for the occasion. How about it? Meanwhile, back issues are becoming very rare. We understand that a complete set recently sold for about \$40.00. Next month we'll dig through the files and see what we have available in back issues, and they'll be listed and put up for sale.



NEWS FOR NEW ISSUES SUBSCRIBERS

By now you should have received the following tokens: Ohio 165 AC AD AE; Minn 540 AE AF AG; Wisc 430 I J; Wash 420 A. I had a rough time in getting the two tokens from Marinette. Wrote several letters to the company, with not one single response. Finally I asked Mr. Chesney of Minneapolis (also a new issue subscriber) if he could get the tokens for me, which he so graciously did. It is thanks to Mr. Chesney that we now have the tokens Wisc 430 I and J. When I sent you the tokens from Wisconsin and Washington I asked if you wanted the T & T bus token, ex Maverick #31 (now Calif 110 D). The reason for this is that it is not a new issue and rather than have them returned I thought it would be best to ask first. If any of you subscribers think the 5¢ charge over catalog per token is too much, I would like to have some comments on this. So far everyone seems to agree that the 5¢ over is OK, and that it saves them money in the long run. It would cost you 6¢ to get one token yourself (postage) plus your time and stationery. I am on the trail of another new one now. Wish me luck.

- John G. Nicolosi

BELLINGHAM, WASHINGTON, TOKENS

Wash 40 A was used in 1919.
Wash 40 B was used as late as 1939.
C to F, not certain.
G - 1946
H - 1948
I - 1946
J - 1939
K - 1939
L - 1944
M - 1945

LEWISTON, IDAHO, TOKENS

Idaho 440 A was used on a streetcar line about 1900. The Lewiston-Orchards tokens were issued by a firm that carried passengers from Lewiston Orchards to Lewiston. Lewiston Orchards is a suburb of Lewiston. All tokens were obsolete as of February, 1951, in Lewiston. However, some of them were purchased in large quantities by Mr. Daggett and sold to the little bus line in Anacortes, Washington, where they have been used up to the present time. Wash 10 A and B have long since both become obsolete.

- Cecil Jefferson

There is an interesting token used in St. Louis, described as follows: B 25 Sa ST. LOUIS PUBLIC SERVICE CO. (BUS)

Park Ride Token (gate)

This token is used in a gate in a parking lot when you park your car in a company parking lot and then ride the bus the rest of the way. It does not secure transportation, although it certainly looks like a transit token. So now you'll know what it is when you see one of them. They are very difficult to get ahold of.

PRICES REALIZED AT THE SEATTLE CONVENTION AUCTION

1.....	\$1.00	26.....	\$1.00	51.....	\$1.80	76.....	\$2.85
2.....	3.00	27.....	3.00	52.....	.55	77.....	2.15
3.....	1.05	28.....	NB	53.....	.30	78.....	10.75
4.....	3.00	29.....	NB	54.....	.65	79.....	.40
5.....	NB	30.....	1.40	55.....	.50	80.....	.25
6.....	4.00	31.....	1.55	56.....	1.50	81.....	.25
7.....	1.75	32.....	1.40	57.....	NB	82.....	1.00
8.....	1.75	33.....	.75	58.....	1.95	83.....	1.20
9.....	1.75	34.....	2.50	59.....	1.85	84.....	1.50
10.....	2.60	35.....	.65	60.....	.75	85.....	.85
11.....	1.50	36.....	NB	61.....	.55	86.....	.25
12.....	NB	37.....	1.25	62.....	.75	87.....	1.75
13.....	.50	38.....	NB	63.....	.85	88.....	1.50
14.....	4.60	39.....	.15	64.....	2.00	89.....	1.50
15.....	NB	40.....	1.50	65.....	2.00	90.....	1.00
16.....	3.55	41.....	2.00	66.....	.50	91.....	1.00
17.....	3.55	42.....	2.00	67.....	2.85	92.....	1.00
18.....	2.00	43.....	3.00	68.....	1.65	93.....	.10
19.....	2.25	44.....	2.95	69.....	1.65	94.....	.10
20.....	1.00	45.....	1.50	70.....	1.65	95.....	3.05
21.....	1.35	46.....	NB	71.....	.50	96.....	4.85
22.....	1.00	47.....	1.00	72.....	NB	97.....	.30
23.....	1.00	48.....	3.50	73.....	NB	98.....	2.10
24.....	.85	49.....	1.00	74.....	.65	99.....	1.00
25.....	1.00	50.....	1.25	75.....	.75	100.....	1.60

For this auction there were eighteen bidders, of whom sixteen were successful. There was a 4-way tie on lot 40, and two-way ties on several others. The very high figure on lot 78 was adjusted down to 10% above the next highest bid, in view of the fact that such an amount would be ridiculously high for this token. Indeed, there are so many of this particular horsecar token around that, rumor has it, one collector plans to make a waste basket out of them. It was a highly successful auction. However, it would have been even more so had more collectors contributed a greater variety of rare tokens. The auction list appeared in the July, 1955, issue of The Fare Box. The auction was held August 6 and 7, 1955, in Seattle under auspices of the Seattle Transportation Token Club.

THE T & T BUS TOKEN

The T & T (ex maverick 31, now Calif 110 D) represents the first initials of the last names of the two partners who started the business, namely, Thompson & Tonione. Tokens sold at 18¢, 2 for 35¢. They are no longer in use. They began being used in 1950, but two years ago Mr. Thompson sold out to a Mr. Lyster. Name remains the same.

In 1949 the owners convinced a bus sales outfit to let them have two old 1928 truck buses, which they paid off in 30 days. The two truck buses have since been sold and they now have nine pieces of large modern equipment and are doing very well. I received this information from Mr. Tonione, one of the partners.

- John Nicolosi

For sale at catalog, stamped envelope please: ND 600 B; Alaska 500 A; Minn 600 A; Pa 70 A; Pa 70 B (lge & sm square). At \$2 NC 630 A--a couple left. Kiddie Ride token for 10¢.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

Feb 1951 to Dec 1954 issues of The Fare Box for sale. Ad sections and new issues sections marked. Foreign Check List sections removed. Unpunched Atwood's Check List for sale. Marked some, no new issues posted.

R.F. Sanders - 4931 No. Mississippi Court - Minneapolis, Minn.

For sale - Fla 380 O, 35¢; Mass 305 B, 50¢; Mass 445 A, 25¢; Ky 250 C 35¢ (lge); Minn 680 C, 25¢; Mo 910 K (wide) 25¢; NY 310 A, 25¢; NY 410 A, 50¢; Ohio 175 T, 75¢; Ohio 230 L, 35¢.

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

WARNER HOUSE BUS LINE OF EMPORIUM, PA.

It was merely a bus operated by the Warner House, the leading hotel in Emporium, operated mainly for the hotel patrons, although anybody else could ride for a fare of 10¢. It ran from the Warner House, in the business section of town, to the "Emporium Junction," where the Pennsylvania Railroad was joined by what was then the Western N.Y. & Pa. road, which was later leased by the Penna RR and is now operated as part of that system. The distance was probably a little over a mile. They met all the Buffalo to Washington trains. If I remember right it was a dark brown rig trimmed with bright yellow. The hotel proprietor was a great horse fancier and always had a pair of high steppers and a brass trimmed harness. I do not know when it was started, but probably somewhere around 1890 as that was about the time the hotel was built. I can first remember it around 1893, as it passed my grandparents' residence and all of us youngsters would watch for it in the evenings in summer when it was on its way to "meet the 8 o'clock Flier." It had windows and seats something like the old time streetcars (running lengthwise) and steps and a hand rail at the rear, something like a police van. The hotel porter would be standing on the back steps and always holler "hello" to all us kids, which we thought was quite an experience. I do not know if they had tokens, but probably not as it was just a local outfit. I remember later, probably when I was 8 or 9, playing around the Junction and noticing that strangers, mostly with suitcases, got on without paying, while people "back from the city," paid the driver. The former were probably patrons of the hotel. As a dime looked pretty bid in those days I remember thinking how foolish it was to spend ten cents when you could walk and save the money for candy. I don't remember just when it quit running but it was some time before the Pan American Exposition in Buffalo (1901) as I can remember that President McKinley's funeral train went through here. At that time the only conveyance was a hack operated by the local livery stable. There was also a bus operated by the "City" Hotel in the early nineties, but it was a smaller outfit. It was generally understood that anybody speaking of "taking the bus" was referring to the Warner House Bus Line.

- By Mr. D.F. Seaver, as told to Daniel DiMichael.

The above is an excellent idea of the kind of articles we particularly appreciate in The Fare Box. If you are able to get ahold of this kind of information, please send it in. It is the "stories behind the token" that we should have more of in The Fare Box.

- J.M.C.

EXECUTIVE BOARD LETTER

To Executive Board Members
American Vecturist Association

Gentlemen:-

First of all I wish to congratulate each of you on your election to your respective office. I know that I can count on your help to make the A.V.A. a better organization. As you know, it has always been my policy to have Mr. Coffee publish all transactions of the Executive Board. This policy shall continue as long as I remain President.

As you also know, all committees "die" with the outgoing President, and it becomes my duty to appoint various new committees. I have letters out to the Emblem Committee, the Foreign Check List Committee, etc. At this writing I do not have replies from any of them.

Mr. Coffee shall remain as Editor of The Fare Box, and shall appoint his own assistants. Mr. Freiberg shall remain as New Issues Editor, and shall appoint his own assistants.

At the Seattle Convention "bills" were presented for the following:

Mr. Laflin, expenses 1954-55.....	\$5.50
Mr. Schwartz, expenses 1954-55.....	13.00
Seattle Convention expenses.....	62.52
Mr. Coffee, deficit thru June 30, 1955.....	31.64
Mr. Coffee, estimate for 1955-56 Fare Box expenses (up to Jan. 1, 1956).....	75.00
Mary Lake, Acting Secretary for 2 days.....	10.00
TOTAL.....	\$197.66

I would like to add that Miss Lake is not a member of the A.V.A. and lost a day's work plus one additional day acting as Secretary at the Seattle Convention. And I want to express my thanks to her for the excellent job that she did.

I hope in the near future to have a couple of propositions to submit for your pleasure. In the meantime I hope that if any of you have anything which you think will benefit our organization, feel free to contact me.

Fraternally yours,

EROY L. KIMMONS, President

APPLICATION FOR MEMBERSHIP

The following application, together with the admission fee and dues, has been received by the Secretary. If no written objection to such application is received by the Secretary by October 1, 1955, the applicant shall be admitted to membership on October 10, 1955.

189 C.L. Carlson - 4628 44th Avenue South - Seattle 18, Washington

CHANGE OF ADDRESS

128 Roy H. Carpenter - 5725 Aubrey Terrace - Downers Grove, Illinois

A MESSAGE FROM THE PRESIDENT

To my Fellow Vecturists:

Greetings! I want to take this means of expressing my sincere thanks to every one of you who voted for me in the recent A.V.A. election. I assure you that I will do my best to make this the kind of organization you want.

I have contacted the larger collectors of foreign tokens, asking them to cooperate in getting up a new modern Foreign Check List. Without their help it is useless to publish one.

In the near future Mr. Coffee will send out slips of paper (similar to the ballot) asking you to vote on whether or not you want a tie pin, etc., with the official A.V.A. emblem. I think the emblem would be very nice, and I would like to see you vote for it.

I believe Mr. Freiberg and Mr. Coffee have worked out a plan to publish a few states which are very over-crowded. We voted at Seattle that this service would come to you free of charge. It is hoped that some plan may be worked out in order to bring you a complete supplement of the other states.

At the Seattle Convention, Mr. Fouts showed us about 40 slides he had had made of many tokens most of us had never seen. There are many rare tokens in the collections of Mr. Atwood, Mr. Freiberg, Mr. Schwartz, and others, which most collectors have never seen. It is hoped in the future that plans may be made to take "slide shots" of some of their rare items. These can be owned by the A.V.A. and be shown at various clubs, groups, etc. I would appreciate any comments on the above subject from any member.

I am very much in favor of Mr. Nicolosi's New Issues Project. I believe you will find that this will save you a lot of writing for tokens, and many times losing money you send to various transit companies.

I sincerely hope that each of you will try to get one new member. Also try and get some of our old members to reinstate. Let's try to make our membership climb to nearly 200 by next convention time.

In closing, I want to express again my sincere thanks for your votes, and if any member has anything on his or her mind that will benefit the A.V.A., feel free to write me about it.

Fraternally yours,

EROY L. KIMMONS, President

FROM THE SECRETARY

I would like to thank all the members who voted for me in the past election. I will try to conduct the affairs of the Secretary as efficiently as my ability will permit. I hope I can serve as well as my predecessors.

Fraternally yours,

WILLIAM E. EISENBERG

Supplement to Atwood's Check ListBy Ralph FreibergMICHIGANMuskegon 680 (reported by John G. Nicolosi)
MUSKEGON RAILWAY CO

/ Q o Cg 22 Sd

One Fare

\$3.50

NORTH CAROLINAGoldsboro 360 (reported by John G. Nicolosi)
GOLDSBORO TRANSP. CO. (BUS)

/ A WM 16 Ball

Good For One Fare (bus)(2 slots)

.15

/ Add Bronze-plated to token described last month as Wisconsin 880 D.

RALPH FREIBERG'S COLUMN

Heading the list of new discoveries for September is a green celluloid token from Muskegon. Mr. Nicolosi, when he found a party who had this token, thought he was on the trail of the blue one which was B, but when he got the token, discovered that it was a green one, so the token is another celluloid variety, same as 680 B (blue) and C (pink). Goldsboro, N.C., is a company that raised from a straight dime fare to a 15¢ or 2 for 25¢ rate. Almost thought we would have a school token also, but on the 3 for 25¢ school rate they are using tickets. Mr. Nicolosi is expecting a supply of these and they will be sent to his new issue subscribers when he gets them. Sorry to report that he won't be able to accommodate his new issue subscribers with the Muskegon token.

Coming back to tokens I've been questioning the past year. First Illinois 795 F, upon examination this token looks more like some one just put a hole in the token. When first discovered some years back it was thought best to list temporarily till found out if others would come along. But since the center hole is very crude and looks like a home made job, this token is being deleted from our check list. With regard to Minn 510 B, this token also has been deleted. At first in its place we were going to list a token same as 510 A which had been filed down to a 21mm size, but upon talking with collectors it was decided not to list this, but leave it as deleted. It has been claimed that the company in Mankato at one time took some tokens and cut them down in size. In cases where tokens have been cut down or pierced and these seem to be extra scarce they won't be listed in the future but just considered varieties of the other token. However in cases where the pierced token or cut-down token is most plentiful ther it will be listed. As example, Neb 540 O and P and Utah 650 B C D. In cases like these it is much harder to find tokens like Nebr 540 O and Utah 650 B. In cases like Minn 510 A which lists as 23 and B which would list as a 20, there is nothing to stop anyone from taking a 510 A and filing it down to a 20mm size, and nothing to guarantee a buyer of such a token that it is genuine. So in such cases the other variety won't be given a number, so it is now official to delete Minn 510 B. I was also wondering if there was a Ky 510 E, however Max Schwartz does have the token--but on 510 B and E there has been confusion. Ky 510 B is a very dark brown-colored celluloid and can be best told by holding up to light as it is more or less transparent. Ky 510 E to me looks more like a vulcanite token and looks more or less like most of our brown vulcanite tokens. Sometimes on tokens

such as these, persons who have one or the other, unless both are seen, never know which one they have. I have also questioned Ohio tokens 175 L and M. So far have found no one with the spelling as listed in our check list. Ohio 175 N and O are all right and also 175 P is OK but does anyone have a token with spelling as described for 175 L and M?

Mr. Coffee will go ahead with our plans to do a couple states over at a time. Therefore as soon as he can we shall do Illinois and New York. Then when this is done we'll do a couple more over and keep this up while our funds last. This is being done from the sales of our check lists, and is the extra money taken in above the costs of producing the check list. So the revised states will be a dividend for those who have purchased them. At this time I don't know how many various states can be done over with the funds that we have, but we'll do the best we can. However in doing certain states over it is the purpose to get as accurate as possible. We are just about to do the first two as soon as possible, so it may be kind of late to get any additional corrections for these two but expect to do Indiana and California after Ill and NY. So if anyone has noted errors not previously reported for these two, please let me know.

There is one token listed from Illinois that we don't know just what to do about it--Ill 795 P, a zinc bronze-plated token. It seems in some cases where tokens are plated zinc ones are usually taken out and not plated, but some may slip through anyway. I believe this is the case with 795 P. There are a couple in collections but very few, so the price doesn't mean anything on this token. However no effort has been made to raise the price as it is also the policy of some collectors not to bother with some of the metal and plated varieties. In trying to check want lists to find out if some have it, it's almost impossible as some don't care if they ever pick it up or not. This token might actually be an error but at this time it is too late to do anything about it.

There is another group of tokens I'd like some information on, and that is the group listed under Paducah, Ky. 680 I J K. At this time I doubt the existence of a zinc token for 680 J and also think the K token should be listed as 21mm, so at this time the way I think they should be listed is as follows:

I o B 21 Sd K. U. CO. (same on both sides)
J (delete)
K o B 21 Sd K U (same on both sides)

As for the recent Canadian list, the last token from Vancouver, B.C., was added without too much investigation due to our wanting to list Canadian tokens as soon as possible. Please add note behind listing of Vancouver BC 800 B WM 16 2-slots (this is a trial piece or a pattern).

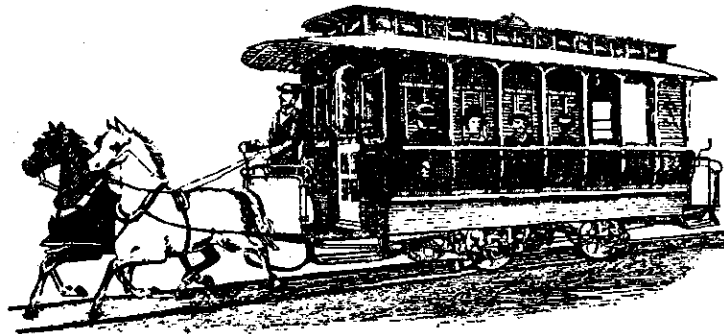
Here is the actual vote received by each candidate in the recent AVA election: Pres: Kimmons 59, Laflin 27, Freiberg (write-in) 1. Vice Pres: Jefferson 86, Barnett (write-in) 1. Secr: Eisenberg 51, Schwartz 36. Treas: Frisbee 87. Curator: Black 86, Chesney (write-in) 1.

THE FARE BOX

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VOLUME 9

OCTOBER, 1955

NUMBER 10

ONE HUNDRED ISSUES OF THE FARE BOX

This issue is our one hundredth monthly number of our publication. The Fare Box was founded in July, 1947, by Mr. R.L. Moore in San Francisco. Subscription was one dollar for twelve issues, and each issue consisted of two sheets (four pages). A few issues later, Mr. Moore increased the size to six pages. In December, 1948, Mr. Moore found it necessary not only to give up The Fare Box but also to stop collecting tokens. So the January, 1949, issue was brought out by the American Vecturist Association, with John M. Coffee, Jr., and D. Meade Peebles, Jr., as co-editors. Headquarters then were in Washington, D.C. The first year of A.V.A. tutelage was a hectic one, with some large issues, and some very poor ones. The March, 1949, issue was sent only to about 75% of the subscribers and has remained extremely rare. All extra copies of the April and May issues were inadvertantly thrown away, making those two issues also very rare. Mr. Peebles ceased to be an editor in September, 1949, and Mr. Coffee has been sole editor ever since.

It has been our policy to encourage all collectors to contribute articles to The Fare Box. Its size and interest depend on the articles submitted by the membership, since obviously the Editor cannot fill up the whole issue each time. In addition to articles, members are encouraged to submit advertisements for insertion in each issue. They are free, up to five lines.

There is an excellent article on tokens in This Week magazine, the Sunday supplement which appears in so many Sunday newspapers. It must have a circulation over 2,000,000 throughout the country. The article discusses tokens in general and fare tokens in particular. It notes that Ed Eagan (AVA 158), who is in charge of raising funds for the U.S. Olympic team, is selling little token carriers to help



defray costs for sending the next U.S. team abroad. The article also tells about the A.V.A. and The Fare Box, and mentions Mr. Schwartz as the founder of the A.V.A. The article appeared in the October 16 issue.

Inside this issue there is a list of back numbers of The Fare Box available from the Editor. As we have often said before, the back numbers are as interesting as the current one, and contain a wealth of information about tokens. A complete collection of all Fare Boxes is now a prized collector's item, and there are not very many of them.

We are reproducing below an editorial which appeared in the September issue of Timepoints, which is a mimeographed monthly paper published by a group of southern California streetcar enthusiasts: Mr. Veysey, the editor, is a fellow Yale man whom I had the pleasure to meet in New Haven.

REVISIONS IN OUR THINKING
By Laurence R. Veysey

Recent announcements have come from many different sources over the United States, indicating that it is necessary to revise our thinking on the future of electric railway passenger service (apart from high-platform rapid transit routes). Observe these reports of the past two months:

Baltimore seeking to go all-bus by the year 1960. Kansas City seeking to go all-bus by the year 1960. Washington, D.C., reported to go bus fast under provisions of seizure bill. PTC seeks to convert heavy line 42 in Philadelphia. LATL (Los Angeles Transit Lines) revealed to have plans for all-bus service by 1967. Red Arrow trolley routes going.

These systems listed immediately above are the strongholds of modern PCC operation. These cities, and the line mentioned in Philadelphia, feature PCC service in heavy headways on surface street operation. Events in Baltimore, Philadelphia, and the Los Angeles report make it most unlikely that St. Louis does not have an all-bus plan. Pittsburgh is shaky, with riding way down and municipal streetcar baiting an established tradition. We must conclude from all this: The PCC streetcar on city streets is fading and must be written off in the future as sadly but surely as Iowa type interurban line are written off in the thinking of railfans who view the future realistically. What then remains as safe in the field of trolley operated electric railway service in this country? The subway-surface line in Boston and Philadelphia; Shaker Heights, and, one notch lower in the scale, San Francisco. In each case, rapid transit aspects save the service --tunnels, right-of-way and relatively heavy loading. Short tunnels will not suffice. Gaze upon our subway in Los Angeles. And long tunnels with light riding will not suffice; look at Rochester, whose subway will be abandoned months hence.

Reluctantly we must revise our thinking re the future. There are only three or four safe trolley systems in America.

Baltimore Transit is offering free rides in downtown for certain days in the month to encourage shopping by bus.

RICHARD'S STABLE OF EUNICE, LA.

Mr. Eisenberg, our Secretary, recently did some corresponding with the object of obtaining some of the rare tokens used in Eunice, La., (La 240 A), and the following article appeared in the local newspaper:

"Received a call from Mrs. Maxine Veillon whose brother in law, William E. Eisenberg, of Pittsburgh, Pa., collects car checks and tokens as a hobby. Mr. Eisenberg is very interested in securing a token for his collection that was used at one time by Richard's Stable here. The tokens, about the size of a quarter, were inscribed 'Richard's Stable - Good From Hotel to Depot.' I remembered that a large stable stood on the corner of North Second St. and Vine Avenue, when I was younger, but couldn't recall the name of it. So, I paid a call to my old friend, Mr. Joe David, who told me that the two story stable, which had stood at that location until the late 1930's, had belonged to the late Mack Richards, father of Leer Richards and Mrs. David Atteberry. Mr. Joe said that Mr. Richards owned a bus, which was drawn by two horses, that transported passengers (mostly salesmen) from the hotel to the depot and that it was possible that tokens were used in those days, but he had never seen any."

OLD ATCHISON STREET RAILWAYS

"In the past the Atchison Street Ry. Co. (Kans 40 A) has found it impossible to do a street car business on unpaved streets. In the near future every street affording car travel, either horse or steam, will be paved. The company now uses 56 horses and mules, 12 cars, and has about 6 miles of track. The Atchison Rapid Transit Co. has also a franchise for steam transit through certain portions of the city. It now operates about 2 miles of line, has 2 engines and 4 cars, and runs from Commercial St. to Prospect Park Hotel."

The above is from the Atchison City Directory of 1888. By 1890, about four years after the arrival of public transportation to Atchison, the city's street railway system had grown--having 20 miles of steam railway in use and 10 miles of horse railway. Some time in the late 1890's the Atchison Railway, Light & Power Co. took over the operation of the city's railways and put them into electric operation.

- Harold Ford, Jr.

WASHINGTON, D.C., TO ABANDON ALL STREETCARS

The brilliantmen in Washington's Public Utilities Commission, according to Passenger Transport Magazine, "want the transit system to be run on all-bus basis after next summer." Washington has long had a fine system of streetcar lines, entirely using streamliners, and now it appears that the rubber and gasoline interests have managed to convince the PUC that "modern buses" will be an improvement. Many of the car lines run on private right-of-way, not competing with vehicular traffic. Now the "modern buses" will be added to traffic, thus adding to congestion. One more city goes the way of mediocrity.

Harold Ford has done some diligent searching for information and tokens of the old depotels in Kansas. These were the primitive old hack lines operated by livery stables and hotels which met trains and carried passengers (usually travelling salesmen) to the hotel.

From Marion, Kansas, Harold received a letter from a Mr. Miesse, one-time owner of the hack line there. The letter goes as follows: "Dear Sir: Freeland's run the hack in 1892 in connection with the livery barn. Sold it to Dick Williams in 1894 in connection with his livery barn. Then Mr. Miesse bought it in 1896. The line ran from hotel to trains, fare 25¢ for round trip. Mr. Miesse sold to McElvain & Dockstader. (They) are all dead and gone. We have a picture but wouldn't part with it. Sincerely, W.B. Miesse."

From a 90-year-old lady in Neodesha, Kansas, Harold received the following communication regarding their tokens (Kans 680 A B C):

"Dear Sir: I am sorry I cannot give you much information; in fact I personally cannot answer your questions but I called up Mr. Otis Hays who is a pioneer and he gave me the following information: He says Wiltz Johnson drove passengers from the railroad station (to and from) also 'taxied' people to places in town. I forgot to state he drove passengers from RR station to hotels of which there were two. The fare was 25¢ but he does not remember 'tokens.' He may have sold several fares at a reduced price. He remembers the hack had seats along each side, the passengers facing each other. Mr. Hays does not remember drivers except Mr. Johnson himself and his two sons, Dick and 'Soda' I do not remember Soda's other name. He thinks the old hack line was in operation down to 1917. I also called Mrs. Sharp, a long time resident, who says the line was running in 1885 when she came here. It made all trains night and day--there were four passenger trains. She does not remember that they used tokens. There is some one else here, who might give you more information. He is very deaf and I think it best that you write direct to him. The name is Otis Houston; I do not remember address. His family conducted the Houston Hotel for many years. Sincerely, Mrs. C.O. Pingrey."

There are other letters giving interesting insights into the character of the men who operated the hack lines, but propriety prohibits our printing them here. All quite interesting and colorful.

THE HORSE CAR RETURNS TO CALIFORNIA

From the July, 1955, issue of Timepoints we learn that the mule line in Celaya, Mexico was abandoned in 1954. This was the last animal-powered traction line in North America. However, Walt Disney has come to the rescue. We understand that a genuine horsecar line is now operated at Disneyland. It will be a vital link, says Timepoints, in transportation for visitors--not just an amusement ride. If any collector has visited Disneyland, we would appreciate a first-hand account of the line. So there is one bright spot in the otherwise gloomy transit picture. Now if they would only issue tokens on that new horsecar line!

GRAYVILLE, ILL., CENTENNIAL TOKEN

Grayville, Illinois, celebrated its centennial on September 3, 4, and 5, 1955. The Grayville Coin & Stamp Club issued a special bronze token in connection with the centennial. The token was good for 50¢ in trade with all local merchants on the days of the celebration and was also good for transportation on Webb's Ferry (see the token listed as Ill 370 A) which is located near Grayville, on the Wabash River. The token may be obtained at face value, 50¢ in coin, plus a stamped envelope, from Mrs. John L. Elack - Grayville Coin & Stamp Club - Grayville, Illinois.

The token is described as follows: B 32 Sd "Grayville, Ill. 1855-1955 On The Banks of The Wabash (ferry boat)" on obverse. Reverse: "Centennial Grayville, Ill. .50 Good On Sept. 3-4-5 1955 Trade Token" It is not strictly a transportation token.

NEW ISSUES NEWS

I have written to several companies with hopes of new issues but so far have received no answers to my letters. One of these companies is the Sightseer outfit of Wildwood, N.J. Does any of you know someone in that locality who may possibly obtain some tokens for you? Then you in turn could send them to me for distribution to new issues subscribers. If so, let me know and I'll tell you how many to purchase.

Some of you have asked me why the thick T & T token (Cal 110 D) will not pick up with a magnet and why it is listed as steel. Probably you don't have a very strong magnet, which would make it respond. It has been the policy to list all tokens that will pick up with a magnet as steel. However, there are other metals that will also pick up with a magnet, although not so readily as steel. Such is the case with the thick T & T token, which is actually made of nickel. Nickel will respond to a magnet, though not as much as steel.

I am trying to get at least one dog license from every state, and will pay 5¢ each in tokens of my choice, or one 25¢ token for every four sent me. I still have several sets on hand of the T & T tokens, for 30¢ per set.

- John G. Nicolosi

NEW POLICY ON MEMBERSHIP APPLICATIONS

Henceforth the usual paragraph will not appear with membership applications as they are printed in The Fare Box. It should be understood that each application, in the future as in the past, will be considered satisfactory if no objection is received by the Secretary by the first of the following month. In other words, the only change is that we're omitting the usual paragraph and thus saving space. Applicants continue to become members on the 10th of the following month if no objection is received by the first of that month. Mr. Kimmons and Mr. Eisenberg both have suggested this in order to save space and time.

I will trade any one of these tokens: NY 630 K (75¢); Pa 750 G (\$1); Pa 750 P (\$1); for any one of the following tokens: NY 300 A (50¢); NC 700 A (50¢); Wisc 330 A (50¢). Will also trade a nice Mass 970 D (\$2.50) for a Kans 40 A (\$2).

Morton H. Dawson - 182 Whiting Lane - West Hartford 7, Conn.

For new members only: I have quite a few 16mm common duplicates for sale. Here is a chance to add to your collection at a reasonable rate. Send for listing. 3 for 25¢ or 7 for 50¢.

William E. Eisenberg - 2717 W. Carson St. - Pittsburgh 4, Pa.

For sale: 50¢ each or 2 for 90¢: Minn 820 B & C. 15¢ each or 2 for 25¢: NY 210 A & B; Okla 640 G & Va 20 K. 10¢ or 6 for 50¢: Ohio 535 E, Ore 100 A, Pa 750 AO & AP; 765 W & X; RI 700 E & 710 E; SC 310 H; Tenn 430 S & 710 A; Va 580 S & U; Wis 700 F.

Claude G. Thompson - 2445 Aldrich Ave. S. - Minneapolis 5, Minn.

Tokens for sale: Pa 420 A, 15¢. Pa 750 AE, 15¢. Pa 750 AS, 25¢.

Pa 775 B (1ge let) 15¢. Pa 985 C, 15¢.

Daniel DiMichael - P.O. Box 485 - Coatesville, Penna.

For sale: Va 620 H at 50¢ each. DC 500 M at 25¢ each (half cat.).

Only a few of each left. First come first served.

J.M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

ADVERTISING RATES IN THE FARE BOX

6 lines for \$1.00. $\frac{1}{2}$ page, \$2.25. $\frac{1}{4}$ page, \$4.25. Full page, \$7.75.

A.V.A. members are entitled to 5 lines of advertising free in each issue, and 30% discount on larger amounts of advertising. Members are urged to take advantage of their free-ad privilege. The more ads we have, the more interesting are the issues.

BACK ISSUES OF THE FARE BOX FOR SALE FROM THE EDITOR

January 1949	December 1951	June 1953	October 1954
February 1949	March 1952	August 1953	February 1955
July 1950	April 1952	September 1953	March 1955
August 1950	May 1952	October 1953	April 1955
January 1951	June 1952	November 1953	May 1955
February 1951	July 1952	February 1954	June 1955
March 1951	September 1952	April 1954	July 1955
June 1951	October 1952	June 1954	August 1955
July 1951	November 1952	July 1954	September 1955
August 1951	December 1952	August 1954	
September 1951	May 1953	September 1954	

Prices: 20¢ each (1951-55). 30¢ each (1949-50). Postpaid.

In addition to the above, Mr. Daniel DiMichael (P.O. Box 485, Coatesville, Penna.) offers the following for sale at a nominal fee (only one of each in most cases):

<u>1948:</u>	Feb.	<u>1950:</u>	Sept.	Mar.	Nov.	May	
Aug.	June	Jan.	Oct.	Apr.	Dec.	June	
Sept.	July	Feb.	Nov.	May		July	(first come,
Oct.	Aug.	Mar.	Dec.	June	<u>1952:</u>	Sept.	first served.)
Nov.	Sept.	May		July	Jan.	Oct.	
Dec.	Oct.	June	<u>1951:</u>	Aug.	Feb.	Nov.	
	Nov.	July	Jan.	Sept.	Mar.	Dec.	
<u>1949:</u>	Dec.	Aug.	Feb.	Oct.	Apr.		
Jan.							

LIST OF U.S. ZONE CHECKS

- PASADENA - OCEAN PARK STAGE LINE 5 PLEASE RETURN TO
/DRIVER WHEN LEAVING STAGE (incuse letters)
1. B 39 Sd Fare Paid to Glendale Not Good For Passage
/(incuse)(Glendale, Calif.)
- PASADENA - OCEAN PARK STAGE LINE 10 PLEASE RETURN TO
/DRIVER WHEN LEAVING STAGE (incuse letters)
2. B 39 Sd Fare Paid to Hollywood Not Good For Passage
/(incuse)(Hollywood, Calif.)
- PASADENA - OCEAN PARK STAGE LINE 11 PLEASE RETURN TO
/DRIVER WHEN LEAVING STAGE (incuse letters)
3. B 39 Sd Fare Paid to Annadale Not Good For Passage
/(incuse)(Annadale, Calif.)
- ORIGINAL STAGE LINE PLEASE RETURN TO DRIVER WHEN
/LEAVING BUS (incuse letters)
4. B 39 Sd Fare Paid to L.A. River Not Good For Passage
/(incuse)(Los Angeles, Calif.)
- WILMINGTON BUS CO. ZONE CHECK RETURN TO DRIVER ON
/LEAVING BUS (incuse letters)
5. B Ov Sd (blank)(Wilmington, Calif.)
PROPERTY OF ST. LOUIS COUNTY TRANSIT CO. RETURN TO
/OPERATOR WHEN LEAVING BUS
6. Pw 25 Sd Zone Check 1 (Overland, Missouri)
7. Pl 25 Sd " " 2 " "
8. Pr 25 Sd " " 3 " "
9. Pg 25 Sd " " 4 " "
10. Pb 25 Sd " " 5 " "
11. Pe 25 Sd " " 6 " "
- RAPID TRANSIT CO. ZONE 1 (incuse letters)
12. Fd 20 Sd (blank)(Gaffney, S.C.)
- RAPID TRANSIT CO. ZONE 2 (incuse letters)
13. Fd 23 Sd (blank)(Gaffney, S.C.)
- RAPID TRANSIT CO. ZONE 3 (incuse letters)
14. Fm 27 Sd (blank)(Gaffney, S.C.)

CORRECTION IN LISTING OF ILLINOIS 760 B

The listing in the Check List for Ill 760 B has been discovered to be way off base, and Mr. Frisbee (who has the token) has sent in a rubbing of the token to verify the correct listing. Both Mr. Atwood and Mr. Freiberg concur in the change. So change your listing for this rare token to read as follows:

TRI CITY RAILWAY CO. HALF FARE $\frac{1}{2}$
B o WM 20 Bar Children From 5 to 12 Years $\frac{1}{2}$ \$1.00

The Dallas Railway & Terminal Co. has now officially changed its name to Dallas Transit Co. This is the 26th name to appear on the pages of Dallas' transit history. The first was the Dallas City Railroad Co., established in 1871 when the city was only 30 years old.

To Executive Board Members
American Vecturist Association

October 7, 1955

Gentlemen:-

Since returning home from my vacation and the Seattle meeting, I have had quite a lot of correspondence with various members who collect foreign tokens, trying to work out some way to get a new up-to-date foreign check list. I believe all of you will agree that we do not have enough members who collect foreigners to warrant printing such a list. The A.V.A. treasury couldn't stand such a project. Therefore I have a most welcome proposition from Mr. Kenneth Smith, who recently purchased Basil Brandon's foreign collection, which included the fine old collection of our old English friend, Cecil B. Geeson. Kenneth had also purchased the collection of Mr. Wood, and others, giving him an almost complete collection of all known foreign tokens, excepting a few odds and ends in other collections.

Mr. Smith has offered to cut the stencils for a new foreign check list, and send two stencils to Mr. Coffee each month, beginning with the January, 1956, issue, if the A.V.A. will purchase the stencils for him. England, Scotland, and Wales and Ireland, would be the first to be tackled. All sheets will be of present Fare Box size, plenty of space will be left between cities for additional listings, and the Belding Corticelli Sewing chart will be used for shade numbers. Mr. Smith informs me that even a beginner can use this list, as it will be very simple and complete. I would therefore want your vote on the following:

Proposition 1. That the present Executive Board members accept Mr. Kenneth Smith's kind offer to cut stencils for a new foreign check list, two cut stencils to be sent to the Editor of The Fare Box each month, and that the A.V.A. treasurer be authorized to pay for the stencils used in this project, and to pay for the postage from Mr. Smith's home to Boston.

If the above meets with your approval, Kenneth would like to have our Editor run a questionnaire asking all members to cooperate by checking their tokens against the present foreign check list.

With the exception of our Secretary, all of us saw the slides shown at Seattle. I have asked Mr. Fouts to give me the cost of making these slides, with the thought of the A.V.A. owning them, and to be held by the Curator, and shown at our conventions with the hope that additional ones can be made. As Mr. Freiberg commented, there are some collections on which there is no guarantee, when the owner passes away, as to what will be done with them. And if we had slides of those "rare" items, at least the A.V.A. would have photographs of them. Our treasury is in very good condition financially, and with additional dues, etc., coming in for 1956, I feel that we can take this first step toward owning these slides and eventually having a set we can be proud of. Mr. Fouts has offered the 55 slides in metal mounts, between glass, for \$38.50 plus 55 cards with complete description and information of each slide for an additional \$3.50, a total of \$42.00. I would therefore need your vote on the following:

Proposition 2. That the Executive Board accept Mr. Fouts' offer of the 55 slides and cards, and the Treasurer be authorized to mail Mr. Fouts a check for \$42.00 to cover. The slides and cards to be sent to our Curator.

Please let me have your reactions to the above propositions as soon as possible.

Fraternally yours,
EROY L. KIMMONS, President

THE STORY OF ELECTRIC TRANSIT IN KANSAS CITY

By John J. Doohan

As the 70th Anniversary of the trolley car rolls around, street car tracks and trolleys rapidly are disappearing from Greater Kansas City streets. From the section over which the first car traveled, December 15, 1884, track swelled to a length of 319 miles in 1926. Today the track mileage is 86 miles. The recently abandoned tracks of the Swope Park line ran approximately 5 miles. The world's first electric track trolley ran in Kansas City. It traveled along a wobbly track on a lane that now is Broadway, north of Westport, according to some stories published later. Other accounts place the experimental scene on Linwood between Main and Broadway. Both streets later were traveled by the Sunset Hill line, which turned around west of the Country Club Plaza. The other end of the line was Brooklyn Avenue at 44th Street. All of the tracks serving this once historic route, through the original town of Westport, have disappeared. The 9th Street tracks that took passengers to Fairmount and Independence also have vanished. Tracks on Prospect Ave., 15th St., 5th St., Independence Ave., St. John Ave., McGee St., Walnut St., 18th St., 19th St., and many others, all have been removed or covered. And only recently the longest trolley ride in the city--from Kansas City, Kans., to Swope Park--has given way to buses. Economic features, including the upkeep cost of rails, pole and wire, led to substitution of buses. Streetcar lines remaining, all equipped with modern cars, are the Country Club line, which connects with the Dodson line; the 12th St., Troost, Rockhill, and the 31st St. lines.

The trolley car was invented, promoted and first operated by John C. Henry, who came to Kansas City after losing property, cattle, and two stores at Wakeeney, Kans., in the grasshopper plague of 1879. He had his trolley ideas fairly well on paper at that time, and was encouraged after showing his plans to D.D. Cobleigh, an architect, and father of the late Charles F. Cobleigh, who later worked 43 years in a succession of streetcar companies, including the K.C. Public Service Co. Upon his arrival here, Henry interested some local capitalists in the venture and enough money was subscribed to build the short line on Broadway or Linwood. W.H. Holmes, then president of the Kansas City & Westport Horse Railway Co. and later a traction magnate and banker here, was one of the backers. He offered use of an old mule car and a section of track. The road was prepared during the Fall of 1884. A wooden shed in Westport was purchased for use as a powerhouse and shop. A second-hand threshing machine was bought in the West Bottoms to furnish steam power. A generator was brought from Chicago. A pair of hard-drawn copper wires of No. 1 gauge was suspended over the track, about 14 feet from the ground. The wire was supported from the brackets and pole wires by thin metal strips, which left the underside of the trolley wire smooth, providing an unobstructed runway for the trolley wheel.

When Henry took the "monstrosity" out for its trial test, all of his officers and directors were on hand but none could summon the nerve to become a passenger. Henry took his place on the front platform and turned on the current. Sparks flew, the wheels whirled, and the car lurched. Henry turned on more current and soon had the "Troller," as Henry called it, going 12 miles per hour. Then the spectators had reason to be thankful that they had refused the invitation to ride. The car jumped the track and ran high up on a bank. The machinery was damaged somewhat, but Henry was greeted with

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cheers and his experiment was acclaimed most successful. Henry continued his experiments on a spur of track owned by the Kansas City, Fort Scott & Memphis Railroad which ran from the old Union Depot to the old fairgrounds, near Linwood boulevard and Broadway. He invited Kansas Citians to ride, and some did.

One story concerning passengers involved two well-known citizens of the time, Thomas Corrigan, who was interested in horse cars, and Robert Gillham, civil engineer. This car also jumped the track, came to an abrupt halt, and threw the passengers over a hence unscathed. Gillham, provoked, announced that "electric power is not dependable. It isn't practical." Corrigan, picking up his hat, retorted, "That's power enough for me!"

In the fall of 1885 Henry obtained some new machinery and with ample backing went to work to control the speed of electric motors, which, until then, had proved somewhat erratic. His experiments were successful and he undertook the contract of equipping the old East Side Street Railway, the foundation of what was later the Northeast line. The line had a mile of track and Henry installed upon it four single 25-horsepower motor cars. Henry continued his experiments after equipping the East Side line and soon became known nation-wide in the electric traction field. In 1887 he went to California, where he built several electric street railways. He sold some of his patents to the Westinghouse Electric company and got a job with it as an electrical engineer. His 5th Street line went into receivership a year later, principally because of the lack of equipment. The four cars on the line were open summer cars and when winter breezes began howling, the passengers balked. Cable cars carried on until 1913 when strongly financed successors to Henry's trolleys forced them out of business. Since that time Kansas City has had cars, large and small.

Backing up Kansas City's claim to transportation history are the many encyclopedias. The New International says: "The first practical overhead trolley line was built in Kansas City in 1884 in which double overhead conductors were used with a trolley wheel riding on the wire."

The Encyclopedia Britannica and the Americana also carry notes on the Kansas City link to transportation history. The latter has "Charles C. Henry" instead of John C. Henry as the inventor, but they all record that electrification of the vast transit enterprise, now 70 years old, got under way with the aid of the Kansas City trolley and the Baltimore third rail.

The two devices that were to revolutionize the hauling of Americans to their places of business were developed within a few months of one another; but the trolley, which proved more practicable, came into being first.

- from The Kansas City Times
December 15, 1954.

Fares in Boston, Mass., have now climbed up to 20¢ straight, with tokens being used solely for convenience....Tokens, formerly 4 for 90¢, have been discontinued at Shaker Heights, Ohio. Fare is now 25¢ straight....Evansville, Ind., City Coach Lines has offered to sell out to anyone interested; at present the firm is strike-bound.

NEW JERSEY

Wildwood 975 (reported by Daniel DiMichael)
SIGHTSEER WILDWOOD, N.J. WORLDS FINEST BATHING BEACH
C B 23 Sd One Fare Sightseer (4 cars in train) \$0.15

RALPH FREIBERG'S COLUMN

For this month I have only one new issue to report and that is a token from Wildwood, N.J. Some may think this an amusement token, but it sounds to me like a regular token. The description from Mr. DiMichael is as follows: there is a cement walk about 3 or 4 miles around the beach, or a sort of circle tour and anyone can get on or off at various places, so besides taking some people for a sightseeing ride it is also used by business people to get to various places at the beach. The front car is powered by a small diesel motor and probably they hook on as many cars as are needed. Mr. Nicolosi will try to obtain these for the new issue subscribers if possible. Fare on the sightseer is 15¢ or 2 for 25¢.

A letter from Mr. Cline describes a souvenir token issued for the Centennial of Grayville, Illinois. It is a trade token good for 50¢ and could be used anywhere in that town on the three days of September 3,4,5, 1955. It was also, of course, good for passage on Webb's Ferry, which is located near Grayville. (See listing under Grayville for a token used by the ferry.) The fare on this ferry is now 50¢, I believe, or round trip for 75¢, with tickets being used. The question arises as to whether or not this could be called a transportation token. The token pictures a ferry boat on it. However, I am not listing it as a transportation as it was not made by or for the ferry company exclusively, inasmuch as it could also be used to buy a glass of beer or two. However it is worth mentioning this kind of souvenir token in case anyone gets one and wants to keep it. This is a matter for each individual to decide for himself. See page 54 of the June, 1954, Fare Box.

Speaking of tokens good for beer: I have a token listed under Cheboygan, Michigan, listed at a dime. As far as I know I have the only token in the hands of collectors, so it may be impossible to buy one for a dime anymore. One fellow who passed through Cheboygan told me that there was sort of a horse car railway back around 1932 than ran for a couple of miles. Fare was a dime and at the end of the line they also gave them a glass of beer and tokens were used on this line. There is also supposed to be one of these tokens in the library at Cheboygan, so if any other collector ever gets to Cheboygan, it will be appreciated if he will check on this story. Sometimes you are given stories that sound foolish but which sometimes turn out correct.

I have also seen a notice that Newark is going back on a token rate of 11 for a dollar but because fares in New York City are 15¢ and in Philadelphia are 18¢ or 2 for 35¢ there has been a protest. It is feared that too many tokens would show up in fares boxes in N.Y. and Phila., so they are working on an idea of having a weekly permit card with people showing the permit and paying a dime. So it seems that companies in the vicinity of these two cities will be discouraged from having 16mm tokens. But I doubt if there would be any

Mr. Vredenburth of St. Louis has checked quite a few of the St. Louis tokens 910 M for a plain edge and since he hasn't found any, it is believed now that the one originally reported was just a token which had been filed down on the edge. So cross off the plain edge one in the check list, leaving just one variety, the one with milled edge.

CORRECT LISTING OF TOKENS AS TO ACTUAL CITY

There is some doubt that we have all our tokens listed under the correct city of origin. In some cases I get information as to a wrong city listing and then let it ride for a while till I see if any one else has more information on it. Last year on page 72 of the August Fare Box there was mention of a token for Ohio Bus Co. The head office of this company is in Cincinnati and no doubt when the token appeared it was looked up in Mass Transportation Directory and because of the head office location, was listed under Cincinnati. However, Mr. Jordan has done some investigating and has shown that the token actually should have been listed under Dayton or Kettering. However my suggestion would be to transfer the listing of Ohio 165 B (deleting same) and make a new listing of this same token as Dayton, Ohio 230 V. Let me know if anyone has an objection to this.

In this same line of reasoning we have a token from Kansas known as Kans 490 A. The head office of this company is or was in Kansas City, so the token was listed there. However some investigation by Mr. Ford shows that this token was never used there. The line operated only up to the city limits of Kansas City (K.C. Rys having exclusive franchise in Kansas City). So the token should correctly be listed under Leavenworth, because the line ran from K.C. limits to Leavenworth. It could be listed under any city between these two points but, preferably, under Leavenworth. Let me know if there is any objection to switching this listing to Leavenworth instead of Kansas City.

I also have another token listed as Antigo, Wisc 20 B (Land O' Lakes Bus Co.) In a directory of a couple years back there was a listing of Land O' Lakes Bus Co. in Antigo, so we listed the token there. However no more than a couple of these have ever shown up, and I've often wondered where the school tokens were actually used. I have the token traced to a place ordering them in Madison, Wisc., but persons ordering tokens have moved, so we don't know yet in what particular Wisconsin place the tokens were used.

Daniel DiMichael is also trying to trace down the York, Pa 995 A token. If this token were actually used in York or not, it's hard to say. There is a possibility that it should have been listed under York, Nebraska, as there was a line that ran in that city that had tokens. So if we have listed it wrong at this time, we don't know. Anyone having additional information on any of the above tokens is invited to contact me.

The Ohio Bus Line token listing could be changed at present, but the changing of the last three items will be held in abeyance until more information is turned up on them.

- Ralph Freiberg

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

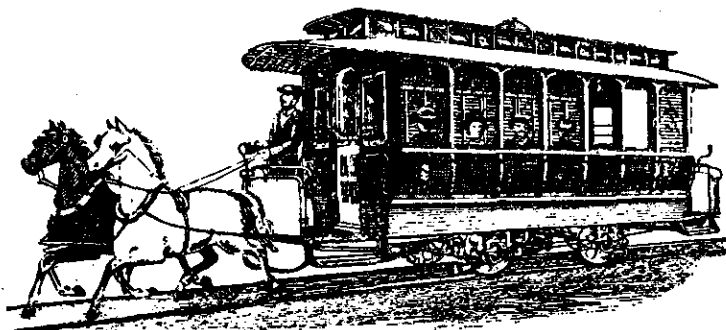
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The Editor urgently requests members and readers to contribute articles to The Fare Box. For this issue we were painfully low on material to be printed. So how about writing some articles for us? Tell about interesting experiences in hunting tokens. Tell about how you uncovered your best token. Tell us how you became interested in the hobby. Give us the history of transit in your city. In short, give us anything that might be of interest to token collectors. This is particularly directed to the new members, who undoubtedly have a lot of fascinating stories which would interest us all. Send us a profile of yourself, about a half page, and we'll be happt to print it. And send in your advertisements. They're free, up to 5 lines in every issue.

We have already received a number of requests for information about the A.V.A. and The Fare Box from people who read the article in THIS WEEK magazine. We have sold several copies of Atwood's Check List to these people and are gaining some new members.

Work will begin shortly on the Foreign Check List by Mr. Smith of Redondo Beach, California. Pages will begin appearing serially very shortly. This is an event for which we have all been waiting with eagerness. In order to differentiate among the many different colors of the celluloid tokens, the Belding Corticelli sewing thread chart will be used. This chart is made by one of the two large thread companies. These charts are issued to their dealers and housewives may get them from dealers. The simplest way to get one is to say your wife lost hers and wants another. Most yardage shops have three or four old ones on hand. There is a large district office in Boston which the Editor shall visit in the near future, and I shall see about obtaining them in quantity.



CORRECTIONS TO ATWOOD'S CHECK LIST

1. Calif 625 A - both sides, change c to ¢
2. Calif 625 B - obv should read PETERSON'S 198-3rd St.
rev change c to ¢
3. Calif 715 E - change to Ck (cream) and add (painted red)
4. Calif 715 L - large & small heart.
5. Georgia 750 C - rev reads SCHOOL CHECK. Make size 23mm.
6. Iowa 100 A - obv add period after IOWA.
7. Iowa 640 J - the correction recently listed for 650 I was really for 640 J. 2 bar: with & w.o. period after CTS.
8. Iowa 640 G to K - all have period after CO. except J.
9. Iowa 640 E & F - change ¢ to c
10. Iowa 640 L - obv delete period after CO
11. Ky 480 A - change metal to Brass
12. Ky 510 M - change (copper edge) to (copper-plated)
13. Ky 680 A - on obv change 2½¢ to 2½c
14. La 810 A - add (clover leaf) after (Sc)
15. Mich 225 F - wide & narrow T
16. Mich 530 A - on obv & rev add period after KALAMAZOO
17. Mo 160 A - change size to 25mm. On obv add comma after CARTHAGE,
18. Mo 200 D - on obv add comma after CHILLOCOTHE, to make it CHILLOCOTHE, MO. On rev change "and" to &
19. N.Y. 310 - correct name of town is GLENS FALLS
20. N.Y. 630 H I - put period after YORKVILLE.
21. N.C. 280 B - add (clover leaf) after (Sc)
22. N.C. 280 C - add (32mm)
23. N.D. 600 A - on obv phone number is same as on 600 B, so it should read PHONE 415 & 91. Change MGR to read MANAGER
24. N.D. 600 B - on obv change period to comma after TAXICAB,
25. N.D. 600 C - reverse reads GOOD FOR RETURN PASSAGE BETWEEN WAVERLY HOTEL AND DEPOTS. BARN PHONE 28
26. Ohio 515 A - on rev change c to ¢
27. Pa 15 A B - on obv add period after COMPANY. Composition is vulcanite instead of fibre, so change from Fe & Fm to Ve and Vm. A comes (mica-coated & plain) and B comes (mica-coated) only.
28. Pa 130 B - add period after CTS. Size should be 32mm
29. Pa 130 D - add period after CTS. Size should be 32mm
30. Pa 305 B - both A and B have periods after D. & D. on obverse
31. Pa 525 A - on obv it reads NEW HOLLAND TURNPIKE 4 (all letters incuse)
32. Pa 525 I - token is more oblong than square so change Sq to Ob. Obv should read LANC. & E. TURNPIKE G. No 2
33. Pa 750 E - letters are incuse
34. Pa 750 H I - on obv add period after FARE.
35. Pa 750 I - add (copper-nickel)
36. Pa 765 I - on rev add period after IRWIN.
37. Tenn 490 A - on rev add period after DEPOT.
38. Tenn 600 E & F on rev add hyphen between 7 and Cent to make it 7-Cent
39. Texas 320 A - on obv add I to make 18 U I
40. Texas 445 H - change size to 26mm
41. Texas 950 B - on obv add period after HOTELS.
42. Utah 750 B - on rev no periods in name GEO P THOMAS (same for E F)
43. Utah 750 G to K - on rev no periods in name R H Jones
44. Wash 80 H - on obv put hyphen between BREMERTON-CHARLESTON
45. Wash 300 A - change WASH. to Wn and change 5¢ to 5¢

LAMB'S FERRY OF ELIZABETH CITY, N.C.

Mr. J.H. Stevens, of Elizabeth City, who is becoming an AVA member effective January 1, has reported an interesting new discovery from his city. The token is described as follows:

LAMB'S FERRY

K 24 Sd 10¢

In view of the fact that the token does not actually state on it that it is actually a fare token, Mr. Freiberg hesitates to list it at this time, until more information is uncovered.

Lamb's Ferry operated between Elizabeth City, North Carolina, and Camden, across the Pasquotank River. It was rope drawn, and ceased operation shortly prior to World War I when a bridge was built, and a state highway run between the two cities.

The ferry was given a charter in the late 18th Century, and it was operated continuously until the bridge was built. The owner was a Colonel Lamb, and his family continued to own and operate it all the time. One feature of interest was that they would ferry free any "rig" pulled by a horse with four white feet. Everyone who ever traveled between the North and South via road had to cross this ferry, or travel another longer route through the Dismal Swamp.

The Lamb Family all became subject to lung troubles and migrated to Colorado. There are none of them left in the Elizabeth City area, although some relatives remain. The last of the Lambs was an attorney, and practised locally.

There are only two examples of this token known to exist. One of them is in Mr. Stevens' collection, and the other one is owned by a Mr. Richard Gonder, Night Editor of the Norfolk Virginian-Pilot. Mr. Gonder discovered his token while digging in his back yard! Mr. Gonder "values his token for something close to a million dollars" according to Mr. Stevens. The Editor has contacted Mr. Gonder, who says the token in his possession is exactly like the Stevens token.

A WORD FROM THE SECRETARY

With the holidays coming on and many things to do, let's think about our dues for 1956. Get this one little chore off your mind and know it is done. Send them in now and be sure. It is never too early but it can be too late. (William E. Eisenberg - 2717 West Carson St. - Pittsburgh 4, Pa.)

Atlantic City, N.J., plans to cease streetcar operations on November 26....The Coney Ave. Car line in New York City will be abandoned November 29....49 Diesel buses replaced streetcars on the Arlington Heights car line here in Cambridge and Arlington, Mass....Rapid transit trains began using Philadelphia's newly extended subway from 40th Street, on October 31.

"Surprise Package" I have made up 3 packets of tokens, 20 in each, all different. Value up to 25¢ plus one HORSE CAR token, Price \$2. Also 3 packets of 25 each all different, values up to 25¢, but with no horse car token. Price \$2. First come, first served.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.
For sale at catalog: Calif 995 A; Ark 405 B; Fla 690 A; Fla 710 E; Ky 150 L; La 80 A; Mich 225 J & K; Mo 870 A, 910 P; N.J. 20 E, 885 B; N.Y. 105 B; N.Y. 675 B; Pa 200 E, 985 C.

Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio
FOR SALE to the highest bidder. Closing date December 10. Please bid on each lot separately. (1) All issues of The Fare Box complete, except for Vol. 1, No. 1,3,9; and Vol. 9, No. 2. (2) Ohio 745 B. (3) Va 700 A.

Arthur D. Jordan, Jr. - 304 S. Washington Ave. - Moorestown, N.J.
Wanted: Pa 165 E - 225 A - 590 C. To complete the 16mm tokens in my Pennsylvania collection. Would appreciate lists of Pa. tokens for sale. No common ones needed.

Ralph W. Winant - 500 West Summit Ave. - Wilmington 4, Dela.

CHANGE OF ADDRESS (winter months only*)

80 Wadsworth G. Fyler - Drawer #7 - Babson Park, Florida

NEW ISSUES NEWS

At this reading, you will have received two tokens, Star & Crescent Ferry and Eastern Cities Transit. Thanks to Mr. Snyder of Los Angeles for the lead on this token and thanks to Harold Ford for obtaining them for us.

Two more will be on the way soon. I was hoping to send these two before now, but as yet have not received them. One from Hazleton Pa., which Michael Super is obtaining for me. Thanks also to him for his trouble, as the company will not sell tokens by the roll, so he is buying them a few at a time for us. Another from Atlanta has not yet arrived.

I am still trying to get the "Sightseer" token. I've written a dozen letters, so far, with no avail. Bear with me; I'll keep trying. In the meantime if any of you can give me a lead as to where and how to get them, I'll appreciate it very much.

One thing we forgot, when we organized this new issues project was to find out how many of you collected "foreign" and if you wanted the foreign new issues as they appeared. Two new ones from Sherbrooke, Canada, will be ready soon so let me know by the end of this month if you want me to send you foreign new issues along with the U.S. new issues--not only North America, but Europe and South America as well.

- John G. Nicolosi

Mr. Frank G. Payne reports that fares in Roanoke, Va., have been increased to 20¢ cash with 4 tokens for 55¢. Weekly pass \$2.00. The same old tokens are being used.

THE SEVENTEEN MILE DRIVE OF PACIFIC GROVE, CALIF.

The 17-mile Drive in Monterey County is one of the motoring institutions of the West. This famed highway runs along the California coast from Pacific Grove to Carmel in Monterey County. The roadway might well be one of the oldest scenic drives in California. John Muir, editor of "Picturesque California" --in his February 15, 1894, edition-- describes a trip over the "18-mile drive" and has a woodcut drawing showing a four-horse team pulling a coach laden with sight-seers. The caption calls the picture "The 18-Mile Drive."

According to the speedometer on the 1956 Motor Journey Lincoln, the drive as taken by the Tribune Motor Journey crew was eight miles. However, there is a labyrinth of roads leading through the Del Monte Forest that could be included in the "17-mile drive." The crew entered the drive at the Lighthouse Gate in Pacific Grove. Admission charge is 75¢ per car. Half a mile beyond the gate on a filled-in lake bed is the sand plant of the Del Monte Properties Co. This is reportedly the only one of its kind on the Pacific Coast which washes and dries sand for bathing beaches. The road travels on south, skirting Moss Beach, and runs along a wide mesa between dazzling white sand dunes. At Point Joe, named for a Japanese squatter, the drive overlooks the tossing currents of the Restless Sea. Markers point out this area as having been the graveyard for three ocean-going vessels.

Cypress Point is reached next. Here motorists command a startling view of Carmel Bay to the south. Seals can be heard barking on the rocks off shore. At Midway Point is probably the most painted and most photographed tree in the world--"The Lone Cypress." It grows on a point reached by a path off the main drive. Supporting wires anchor the tree to the rocky headland. This section of sea coast is the last stand of the Monterey cypresses. Robert Louis Stevenson compared them to "ghosts fleeing before the wind."

Continuing south along the road, motorists pass the Del Monte Lodge and spacious homes and gardens of Pebble Beach, the socially exclusive playground with its sports field and numerous golf courses. Off the lawns of Del Monte is Stillwater Cove, a rendezvous point for "mansions of the sea" --millionaires' yachts anchored offshore.

Travel time from downtown Oakland to the start of the 17-Mile Drive was exactly three hours. The crew stayed overnight in a Monterey motel. Cost for each person was \$7, which included deluxe accommodations and a heated swimming pool.

(The above article, sent in by Mr. Nicolosi, is from the November 6 issue of the Oakland Tribune. It is an interesting picture of the toll road which was responsible for Calif 615 A.)

Mr. Freiberg reports that the new horse car line in Disneyland runs from the Main Gate down the Main Street. It is double track in one place in the center of the line to allow for passing. The rest of the way is single track. There are loops at each end. The fare is 10¢ straight. If the fare is raised, perhaps then we shall have a token for it. Also in Disneyland are a train ride and a river boat ride which perhaps some day might produce tokens for us.

MR. FYLER REPORTS ON A TRIP TO MONTREAL

I rode the open observation car for an hour around Montreal. They tell me that the St. Catherine street lines will all be switched to bus operation by the middle of next summer, so that the observation cars may not be out again after they are retired, perhaps late this fall. There was a lot of activity and riding on the cars and the operators told me that four cars are taking in about a thousand dollars a day. They call the cars tram cars; they have 713 tram cars operating as of this time in the city, with about 100 on the St. Catherine line. They have 909 buses and 105 trolley buses, as of this time, but they would not state how many fewer cars there would be after the conversion of the St. Catherine street line. The cars are operated about, it seems, 50% one man and 50% two man. The two man cars are painted a lighter color.

I also rode the Montreal & Southern Counties Railway and learned that they have been having a deficit each year of about \$450,000. You already know that they do not cross the Victoria Bridge to Montreal but terminate at their barn in St. Lambert.

The line to Montreal south is a short line mostly on paved streets and in the center of the street, and with a great number of curves. This line operates on an hourly basis.

There is another line that runs out to Marieville on CNR tracks, and is operating only a few trips a day, interspersed with Diesel train trips from the CNR station direct out of Montreal.

The CNR is supplying a 10-car Diesel train to pick up the commuters at their station and take them over to St. Lambert where they can connect with the cars. They had about 11,000 riders a day prior to this change to this shuttle over the bridge. Now the total riding both on the shuttle and on the cars appears to be about 7,000 and the mystery is where 4,000 riders have gone.

Apparently the answer is, as it has been everywhere else, that people will not transfer under such conditions and walk a considerable distance to get on another vehicle and find another way of going, perhaps passenger cars. The bridge has a double land on its west side and all traffic going in both directions must cross this bridge. The object of removal of the electric line on the opposite side of the bridge was to allow the CNR to construct another double line for automobile traffic, so that when it is completed some time next spring they will have one-way traffic on each side of the bridge, which will be a considerable relief.

A request has been made for the Branford (Connecticut) Electric Railway Association for their car No. 9. This is now in the works and being acted upon by the authorities of the CNR and we are hopeful for a favorable report on it shortly. On July 30 they sent to St. Catherine, Ontario, cars Nos. 620, 622, 623, and 220. It is also planned to save for the New England Electric Railway Historical Society three cars, Nos. 621, 323, and 610 or 607.

Electric cars will probably continue from St. Lambert to Marieville, an approximate 25-mile run, until about next March. Any fan who is interested is urged to go and ride the line and take pictures while it is still possible to do so.

CALIFORNIA

East Los Angeles 240 (reported by Franklin P. Snyder)
EASTERN CITIES TRANSIT
A Bz 20 E Good For One Token Fare \$0.10

San Diego 745 (reported by Harold Ford)
STAR & CRESCENT FERRY CO. (CRESCENT)
P WM 23 Star-sc Good For One Fare (crescent) .10

GEORGIA

Atlanta 60 (reported by Morton Dawson)
ATLANTA TRANSIT SYSTEM TOKEN
T WM 16 A (same as obverse) .15

IOWA

Sioux City 850 (reported by J.H. Stevens)
SIOUX CITY STREET RAILWAY CO.
V o Ca 22 Sd Half Fare 3.50

PENNSYLVANIA

Hazleton 455 (reported by Michael Super)
DIAMOND BUS LINE D
F B 16 Sd Good For One Fare D .15

CANADA - QUEBEC

Sherbrooke 850 (reported (B) by Ralph Winant; (C) by Nicolosi)
SERVICE LARAMEE INC SHERBROOKE QUE. (BUS)
B WM 16 Sd Bon Pour Un Passage A. Laramee President .10
C WM 20 Ch Bon Pour Un Demi Passage A. Laramee Pres-
/ident .10

RALPH FREIBERG'S COLUMN

A few new tokens to report this month. The Eastern Cities token is from a bus line that runs in East Los Angeles and Whittier. Have never rode buses on this line but have passed by them, so one of these days when in Los Angeles will have to take a ride on them and see why the fare is so low. Twelve for a buck.

Harold Ford went to visit Mr. McDonald down in San Diego and on the way out of town happened to find the new tokens on the Star & Crescent Ferry. That is finding something in someone else's backyard. There were rumors that the company in San Diego would have new tokens but it was just a rumor to get people from stocking up on tokens due to a change in fares. There is also another ferry operating in San Diego which has a 4 for 25¢ fare, but they use paper tickets. This goes to show that you can check and check again in some places and the minute you do not, someone comes along and finds something.

Atlanta Transit System is the new name of the firm in that city. I was thinking there there may be possibly a new school token but no information on same. Companies may still have enough school tokens with the old name on them.

Diamond Bus Line token is a 2 for 25¢ fare used by that company.

The Diamond line is a successor to the Hazleton Auto-Bus Co. so the tokens of this former line are now obsolete, also the Lehigh Traction Co. is out of business so those tokens are also obsolete. There are a couple other lines running in Hazleton, but no tokens used outside of this adult fare for the diamond line, and the school token used by the Baran Transit Line.

The 20mm token from Sherbrooke was reported to us as a school token, so we now have a term to add to the vocabulary: "demi passage" which means "half fare." The name of the president is Alphonse Laramee.

A note from Daniel DiMichael states that the Ellwood City Motor Coach company sold out to another outfit, "Wooster and Wallace Motor Coach Company." Now they in turn have ceased operations. What has become of the Ellwood Motor Coach tokens is hard to say. Therefore those who did not get the Pa 340 E tokens while they were available may now have a hard time getting them. Mr. Nicolosi also points out that the name of this city should be listed as ELLWOOD CITY, rather than simply Ellwood.

For those of you not on Mr. Nicolosi's new issue service, it would pay to be on it, as the effort is made to secure tokens from every new issue reported for persons on the service. There are a couple cents added charge, but a lot of extra postage is spent running down all rumors of new tokens and letters to companies asking if they will send. Mr. Nicolosi also makes requests to those on his service to let him know if they collect Canadian as well as other foreign tokens he may be able to get.

ZONE CHECKS

In the October issue there is a list of the various zone checks known. That is, checks made of metal or of a hard fibre material which can be used over and over. A zone check in our opinion is a check to show what fare has been paid. However, in getting on a transportation vehicle it would not be good for fare, but is issued after fare has been paid and should be surrendered in getting off. Most of the zone checks seem to be pretty common, but the first four in our list seem to be in the hands of no more than two collectors. There is also one more to be added to this list, which Mr. Schwartz described in a past issue of The Fare Box, so add:

15. Ve 31 Sd B.C. R.R. CO.

To Be Surrendered At The City Line (Brooklyn, N.Y.)

The initials evidently stand for Brooklyn City Rail Road. In the listings we have made the city in parentheses stand for the city where the token was issued, if it doesn't appear on the token. Also on Number 15 I doubt if there is more than one existent. So outside of the 15 so far listed, if anyone has any zone check not yet listed, please let us know. Only one minor error in the listings: add another N to ANNANDALE.

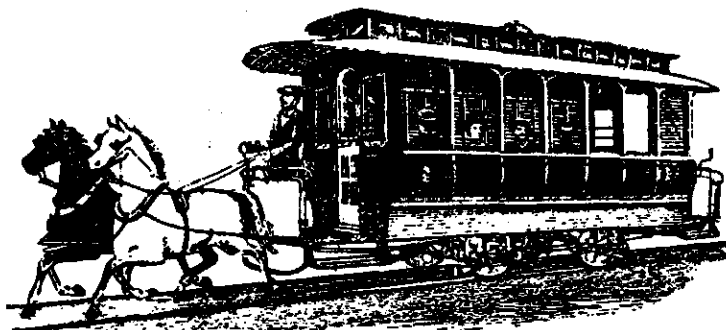
- R.F.

THE FARE BOX

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for Collectors of
Transportation Tokens

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The Editor regrets that he has been confined to his bed on account of illness for the past two weeks, which accounts for the delay in mailing of this issue of The Fare Box. These things will happen, and when there is only one man to do the work, the delays are thus unavoidable.

The Editor also has received a number of cards and letters mentioning the delay in receiving the November issue. It seems that some of them did not arrive before December 7. The entire issue was mailed on November 22, and the delay can only be blamed on the Christmas rush. If any reader has still not received his copy of the November issue, please let me know immediately and I shall mail you another, by first class. And because of the delay, this December issue is being mailed out entirely by first class mail to all subscribers.

Readers will discover within this issue a list of 15mm and 16mm sample tokens. This list may be added to the Check List if desired. Lists of other sized sample tokens will follow. Sample tokens are those submitted to transit companies by manufacturers...perhaps they should be called "Pattern Tokens." While never ordered by the companies, they often found their way into circulation. Hence many of these tokens listed were actually used and accepted as fares. Nevertheless they are not regular issues. These differ from "manufacturers' Samples" in that they bear the name of the transit company, rather than the name of the die-stamping firm.

As this issues goes to press Ralph Freiberg will probably be somewhere in the East on a brief winter vacation. So if you bump into him, don't be surprised.



BEGINNINGS OF TRANSPORTATION IN SAN FRANCISCO

Organized transportation in San Francisco became necessary when the population of the bustling port, swollen by the arrival of thousands of gold seekers, demanded something besides the carriage and buckboard of the livery stable to provide conveyance upon the muddy streets and through the drifting sand holes. Initial efforts at improving travel conditions were made in 1850 when a franchise of 8 years duration was granted by the Board of Aldermen for the construction of a plank-paved toll road on Folsom and Mission Streets. The Mission Plank Road, three and a quarter miles from California Street to Mission Dolores, via Dearney, Third and Mission Street, bridging the Mission Swamp, was opened for traffic in the spring of 1851. Folsom Street was similarly planked, the swamp being filled with sand in this case. The toll charged for use of these roads ranged from 25¢ for a horse and rider to \$1 for a 4-horse team.

In 1852 when the population of the city was estimated at between 36,000 and 42,000 the first regular transportation facilities were established when an omnibus line linking the postoffice at Kearney and Clay streets, with Mission Dolores via Kearney, Third, and Mission streets, began operations. It was known as the "Yellow Line." The fare charged was 50¢ on weekdays and \$1 on Sundays, with service operating on a 30-minute headway. Two years later the Yellow Line inaugurated a second line to Mission Dolores by way of Folsom and 16th Streets, and in 1855 began operating on a 10-minute headway between 3rd & Townsend Streets and Meiggs Wharf. The fare charged on the latter route was 15¢ at first, but was reduced to 10¢ upon the entrance of opposition omnibus companies into the field. In the same year that the Yellow Line was established, the Presidio was linked with the postoffice by omnibus operation running upon a headway of one hour.

Competition in the supposedly lucrative field soon developed with the entrance of the "Peoples" or "Red" Line, operating parallel routes to those of the Yellow Line, on to Mission Dolores, the other a crosstown route connecting North Beach and South Park. The eventual effect of this was the reduction of all fares to a standard of ten cents. From 1857 to 1862 further omnibus lines were established and routes were expanded to a considerably extent. In 1862 the Red Line showed receipts of about \$66,000 and operating expenses of \$50,000.

The omnibus, an enlarged version of the stage coach seating about 18 persons, including the seats on the top, was hauled by either two- or four-horse teams. Omnibus drivers were not highly paid, by our standards, receiving \$2.50 for a 12-hour day.

Conveyances of this sort soon proved entirely inadequate as the population of the city soared to 56,835 in 1860.

- compiled from notes found in
collection of Basil Brandon.

New Albany, Indiana, issued a new token on December 10. It is used by the Home Transit Company. Another new token is from Comfort Bus Line of Cherrydale, Virginia. Nicolosi is working on both of 'em.

THE NEW YORK & HARLEM RAILROAD

The New York & Harlem Railroad was granted letters of incorporation on April 25, 1831, with authority to construct a single or double track railway "from any point on the north bounds of 23rd St. to any point on the Harlem River, between the east bounds of the 3rd Ave. and the west bounds of 8th Ave., with a branch to Hudson River, between 124th St. and on the north bounds of 129th St." On April 6, 1832, the charter was amended to authorize the company, with permission of the authorities of New York City, to extend its railroad "along the 4th Avenue to 14th St."

On May 12, 1836, the company was authorized to unite with any railroad or canal company organized under the laws of New York State for the purpose of constructing a railroad, at any point which the directors of the two companies might agree upon. Subsequent legislation empowered the company to extend its railroad to the City Hall. On May 7, 1840, the company was authorized to extend its railroad from the Harlem River through the county of Westchester to a point of intersection with the proposed Albany and New York Railroad. The company was also authorized to build a draw bridge across the Harlem River.

In 1841 the railroad was in operation from the City Hall in New York to Fordham, a distance of 13 miles. It was about this time that a proposition was made to the Erie Railroad by the authorities of the New York & Harlem RR that a branch road be constructed between the last mentioned road and a point on the Hudson River, opposite the terminal of the Erie RR at Piermont, for the purpose of having direct communication between the southern counties of New York, and New York City. The distance from the Harlem RR, in the valley of the Bronx, to the point opposite Piermont was estimated at eight and a third miles, and the total cost of construction was estimated at \$131, 618.82, which would make a distance of 26 and a third miles from New York to opposite Piermont. The proposition of the Harlem RR officials was that the Erie should construct the 8 1/3 miles of track and rent it to the Harlem RR for a term of 10 or 20 years at 7% interest per annum on the cost, the track to be of the same width as the Harlem road, and the latter to keep the track in repair. The Harlem road also offered to furnish a subscription to the Erie stock for one third of the cost of the road, and offered the Erie "the benefit of such business as our road can furnish to your road, which will present to the public a direct railroad route from the City Hall to Goschen, a distance of 78 miles." It is needless to say that this fine proposal to place the Erie in the possession of the privileges now enjoyed by the New York Central was rejected, although the exact reasons for its rejection are not known.

The trains of the NY & Harlem RR were hauled by locomotive to 26th St., where the engines were detached and replaced by horses which hauled the passengers the remainder of the distance to City Hall, the station being on Chambers St.

There are 3 varieties of this token: (1) without counterstamp. (2) counterstamped rosette. (3) counterstamped with picture of a dog (by far the rarest of the three). Tokens bear the initials B & S NY which stand for Bale & Smith, a prominent New York firm of engravers.

- Coin & Medal Bulletin (May 1916)

Will pay double catalog for the following: Ala 220 E F; 560 U; Ark 480 H N Q; Conn 560 H; Colo 340 D, 760 E I; Fla 380 S; Ga 630 A B; Ida 100 F L, 440 C H I; Ill 150 V, 370 A, 455 G, 495 D, 620 A, 795 P Q.

John G. Nicolosi - 2579 35th Avenue - Oakland 1, Calif.

For trade: Packets of 100 Third Avenue Railway System pre-war transfers sent promptly, postpaid, upon receipt of any 20 tokens.

George W. Schroder - 89-25 Elmhurst Ave. - Elmhurst 73, N.Y.

A FEW RARE TOKENS FROM AN OLD HOARD FOR TRADE OR SALE AT CATALOGUE; Ind 960 A B; Iowa 300 D E; Iowa 930 C; N.C. 160 A; R.I. 700 C (this one will cost you \$1 because it's underpriced in Check List); and Canada - Ontario 125 A. Only a few of each; first come first served.

John M. Coffee, Jr. - P.O. Box 1204 - Boston 4, Mass.

APPLICATIONS FOR MEMBERSHIP

- 190 William R. Tyson - 518 Ashley Drive - Aiken, S.C.
Age 44, Chemist. Beginner.
- 191 J.H. Stevens - 520 West Main St. - Elizabeth City, N.C.
Age 43, Photographer. Beginner. 212 tokens.
- 192 Olney L. Foringer - 2813 Tennessee Ave. - Baltimore 27, Md.
Age 35, Distillery Worker. Collecting 2 yrs; 150 tokens.
- 193 Julius E. Shern - 1115 So. 18th St. - Arlington 2, Va.
Age 43, News Vendor. Collecting 5 yrs; 300 tokens.
- 194J Thomas C. Nachod - Kinderhook, New York
Age 15, Student. Beginner. 52 tokens.
- 195 Ron O'Donovan - 780 Dominion St. - Winnipeg 10, Manitoba
Age 22, Accountant. Collecting 3 months; 250 tokens.
- 196 Kenneth B. Turner - 20000 Canterbury Road - Detroit 21, Mich.
Age 25, Salesman. Beginner; 100 tokens.
- 197 Edith Herman - P.O. Box 713 - Chicago 90, Illinois
Age 48, Nurse. Beginner; 100 tokens.
- 198 Robert L. Chamberlain - 332 West 79th St. - Seattle 7, Wash.
Age 26, Electrical Engineer. Collecting 6 yrs; 1400 tokens.
Collects only tokens used on electric cars.

CHANGE OF ADDRESS

- 124 Harold Ford, Jr. - P.O. Box 211 - Wadsworth, Kansas

Second Lieutenant Harold Ford has finally been called into the service. Mail addressed to Wadsworth will be forwarded.

CORRECTIONS TO ATWOOD'S CHECK LIST

- 46. Wash 690 A - delete period after CO
- 47. Wash 850 A - add (Sc)(clover leaf)
- 48. W.Va. 890 A - change metal to Brass (light); letters incuse.
- 49. Wisc 180 D - token same on both sides; change WISC. to WIS.
- 50. Wisc 410 A B C D - on Rev change c to ¢
- 51. Wisc 510 A - add period after COMPANY.
- 52. Wisc 880 D - Lead, but add Bz plated (you have to file 'em)
- 53. Alaska 450 A - change size to 17mm
- 54. Manitoba 900 A - Obv. period after PRESIDENT.
Rev. period after 1898.

A MESSAGE FROM KENNETH SMITH

To the members of the A.V.A. I have heard from Mr. Kimmons that the Executive Board has approved my new lists to be published from Scotland, England, Wales, and Ireland. The lists will only contain known tokens, thereby eliminating rumored tokens in the previous lists. The principal changes are in the method of color cataloguing, method of reverse cataloguing, and in prices. One of the largest makers of sewing threads is the Belding Corticelli Company. Their threads are sold all over the U.S. and some foreign countries. In most yardage shops and homes where wives do sewing can be found their thread charts. If your wife does not have a thread chart just ask at the nearest yardage shop for any old one they have. You can rarely get the latest from a yardage shop but it makes little difference as these charts change very little over the years. Every celluloid token will have behind it in brackets BCNNNN where NNNN refers to the four-digit number marked beside each color on the chart. For example a red token will be listed red and behind the listing of the reverse in brackets BC1062, indicating the shade of red. With 175 shades to choose from, from a color chart that can be obtained free and standard all over the country, the problem of colors looks like it has resolved itself. The problem of reverses has been a difficult one, however.

On British tokens I am making pages showing various types of reverses found on the 1d, 1½d, 2d, 3d, tokens. Behind each token is the color number and behind that the type code number in addition to the value on the reverse given. This list will be suitable both for beginner and very advanced collector. On the matter of the prices, some will catalog \$2.00 or more, and I will have to withdraw on that item. This will not happen to too many of these tokens as most were scarce long ago. The common celluloids that are current will drop way down in price to a realistic value, and some of the rare celluloids cataloguing 20¢ will be \$2 and over. The best possible attempt will be made to place a true value on all tokens. At present rates of exchange, one British shilling is worth 14¢. Tokens selling for one shilling will catalogue 15¢. Most tokens will be catalogued in terms of fractions or multiples of 15¢. A token selling by the coin dealers in England for one British Pound would be catalogued \$3.00.

In order to make this list successful I need everybody cooperating on the following: Send in rubbings of all unlisted British tokens and tokens not in the 1950 catalogue. Sending rubbings of all additions you have sent in to the catalogue since 1950. Send rubbings of all the below items that you have in your collections:

Scotland 100 A B L W Y Z AA, 150 A B C D, 200 A B C D E F G H I AB AD AH AI, 250 A B C, 300 A B C M W AD, 350 A, 400 A, 450 A B C D E H J L N O P Q R U V, AA AD AE AG AV BC BD BN BO BQ, 500 G H I, 550 A B, 600 A B C D, 700 A B C D, 675 A, 800 A, 850 A B C D E, 900 A B.

Wales 200 A B, 300 A B, 850 A B, 700 A B C D.

Ireland 50 A, 150 C D E F M N O Q R S X Y, 300 A B C, 700 A.

England 10 all, 12 A, 30 all, 60 A B C D, 70 A, 80 A B C, 90 A C U V W, 100 A, 105 A, 110 G O Q S, 120 A B, 130 all, 140 L P, 150 A B C, 160 F, 170 G H, 190 all, 200 A, 210 A, 215 all, 220 all, 225 A, 230 B D E F G AA AB AC AD AE AF AG, 240 all, 250 A B, 260 A, 270 A, 280 D F G H, 290 A, 300 A B C D L, 330 A B, 340 A F I, 350 A B E

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England 350 F, 390 A, 410 F, 420 A B C, 430 A B C D E F, 440 A B, 450 A, 460 A B C D E F G H I J K L M N, 470 A B C D E F G H I J K L M N O P Q R S AS AT AU AV, 490 all, 500 A to N, AH AI AJ, 510 A B, 520 A B C D S T, 540 T to AD, 550 A B C, 560 A, 580 B, 590 A B, 600 all, 615 C D, 630 A, 650 F G H, 660 A to G, P AD AE, 670 A 680 A, 690 A B C D, 700 G H, 710 A, 730 A B, 740 A G, 770 I K L S, 790 C, 800 A B, 815 A B C D E, 850 B K, 860 all, 880 A to J, 890 A, 900 A B C D.

Most of the above tokens either have die varieties or suspected die varieties or slight wrong listings. Please make nice rubbings and send as soon as possible. To make sure that no stone is left unturned to list all possible tokens and varieties I shall for the next month and a half buy at full new catalog any British collection or accumulation providing that it has some of the above tokens, or some unlisted ones, or a combination. This full catalog applies only to the undamaged tokens; damaged ones I have my option to accept at full catalog or return.

I can think of no stone that I have left unturned to make this list one that the A.V.A. can be proud of. And with everybody cooperating we shall make a bang-up list. After the British lists, which at two pages per month will take a year and a half or more, we hope to re-do France, Germany, Spain, and the other continental countries. Each country will have its own page or pages, so you can rearrange them alphabetically later. Eventually we shall have done over the entire foreign check list.

I shall not have time to answer all questions that come up and, as the list develops, most of the questions will answer themselves. At the end of the British lists I'll attempt to answer any other I know. A lot of the answers are unknown to me. Whenever possible, I hope to include dates, etc., about the tokens. So any such information--dates, reasons for usage, etc.--that you have on any British items, please send it alone.

Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif.

NEW ISSUES NEWS

Good news about the Sightseer token of Wildwood, N.J. After writing numerous letters (over a dozen) to various contacts with no avail, I was just about beginning to give up hope of ever getting this token. But just then I received a letter from Dan DiMichael saying that he could get the tokens for me, which he did. (Well done, Dan. Thanks.) After I got the tokens from him, I got a letter from the Sightseer Co. saying they would be glad to sell me the tokens. That's the way it goes.

I have at last also received the Atlanta Transit tokens, which took well over a month--also thought that this was another hopeless try. Have sent them right on to you as I did not want to wait till later and have them caught in the Christmas mail rush. You all should have them by now, also the other 3 tokens I've sent you...a total of 5 tokens in November. Merry Christmas & a prosperous New Year to all (including non-subscribers, too). Happy Hunting--token hunting, that is.

- John G. Nicolosi

RALPH FREIBERG'S COLUMN

No new issues to report this month, so I'll mention a few other things. First, in going through some of the notes of the late Mr. Brandon I found some references of his to the early transportation of San Francisco. These are particularly interesting, for they explain what a plank road is, and we do have some tokens used on plank roads; also there is a definition of an omnibus. We have some early tokens with a picture of an omnibus on them, but perhaps there are some collectors who may not have any of these tokens.

Also I am getting down to information that can be gained by going to various libraries. I discovered in the Univ. of California Library that there are some files of old street railway journals from the period 1890-1910. So when I get time I'll try to get over there and see what I can dig up. Only had a short time on my first visit, but in the Street Railway Journal of 1893 I came across the following: Kalamazoo, Michigan, had some aluminum tickets. Note that early tokens were referred to as tickets. These tokens appeared in 1893. We did have 530 A listed for some time, but just this past year did 530 M come to light. When Mr. Schwartz reported this 530 M he said he believed it was over 50 years old, so from last information, it looks as though it is 62 years old. The article stated that these tokens were not sold by the conductors on the cars, but rather by various merchants. The adult fare sold 6 for 25¢ and the children's fare for 10 for 25¢. These were accepted as fares and turned in at the end of the day. Then they were sold back to merchants to resell at their places of business. Possibly some of our early tokens with the names of various merchants on the reverse stem from this method of selling.

In looking through some other material I note that one of the predecessors to the American Transit Association had put out a booklet on tokens used on various street railways in March, 1923. At that time there were 105 street railway companies using tokens, and this booklet showed both the obverse and reverse of these metal tokens. Just kind of curious if anyone has ever seen this booklet. I have not seen it, but certainly would be interested in discovering if it pictured any tokens which we have not yet discovered.

However, it goes to show that there may be a lot of material in various libraries of this country which might even show something about tokens that we do not know about.

I was puzzled as to what W.I.A.T. stood for on Albany, N.Y., tokens and got the following information from Joseph Silverman who looked it up for me. "Woodlawn Improvement Association Transportation."

A note from Charles Schwab mentions that Waltham, Mass., is back on tokens with a 5 for 90¢ fare. I have a suggestion to make on fares which have gone up, and wonder how it will set with other collectors: When a token is first listed, if good for a dime fare, it is listed at 10¢; good for 15¢ fare, listed at 15¢. Would suggest for instance on tokens say of Minneapolis like 540 L and others of this group. They were listed at a dime but since then the fare has gone up, so add an asterisk to prices like this in the Check List .10*. In other words, original fare was 10¢ but now these tokens are worth 18¢. So also on this Waltham token add an asterisk after the .15* Main reason for this is so that no one will send

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15¢ to Waltham and try to get a token for that price. Also Mr. Schwab reports that Fitchburg & Leominster tokens have gone up to 2 for 35¢--probably the same tokens in use. If anything different, mention will be made of it. If not, this is another instance where we may add the asterisk.

Daniel DiMichael reports that the company in Vandergrift, Pa., has gone into the hands of the receivers, so another company which has used tokens has headed toward oblivion.

MESSAGE FROM THE PRESIDENT

To My Fellow Vecturists, Greetings. I want to take this means of wishing each and every one of you a most joyous Christmas and a New Year filled with health, happiness and prosperity. I would like to report that the Executive Board has unanimously approved the two propositions recently submitted. Mr. Kenneth Smith has been authorized to go ahead with the Foreign Check List and I sincerely hope that all members who collect foreign tokens will check their tokens against the present foreign check list, and make a list of all corrections, unlisted tokens, etc., and send the list to Mr. Smith. I know that Kenneth will appreciate this information, and it will help him to make us a foreign check list we can be proud of.

The Treasurer has been authorized to send Mr. Paul Fouts a check for payment of the 55 slides, which will be shown at our convention at Minneapolis in August, 1956. Mr. Freiberg has offered to take his rare tokens to Seattle and have Mr. Fouts' photographer friend take slide shots of them. I think we can some day have almost a complete file of our rare tokens in pictures.

The Secretary has informed me that we have several new applications for membership to start off the new year. Won't each of you get one new member? We are also trying very hard to get back some of our members who have dropped out.

I sincerely hope that each of you will start making plans now to include our convention at Minneapolis in August on your vacation trip. You will enjoy meeting your fellow vecturists and will enjoy yourselves. We shall be most happy to meet you.

Fraternally yours,

EROY L. KIMMONS
President, A.V.A.

C.C.R.I. RY. CO. TOKEN

The Editor recently purchased from a local coin dealer a small batch of old tokens which had been hoarded since the early 1920's. Among the tokens were two which I am unable to identify, as follows:

WM 19 Ch	C.C.R.I. RY. CO.	(any help on these
K 19 Ch	(same as obverse)	will be greatly
	(same as obverse)	appreciated.)

LIST OF PATTERN TOKENS
compiled by Ralph Freiberg

- | | |
|-----------------|---|
| 1. A 16 B | MICHIGAN UNITED RYS. CO.
Battle Creek One City Fare (Battle Creek, Mich) |
| 2. A 16 Sd | CARRICK BROUGHTON BRUCETON HORNING ANTONIO
/MADDALON
Good For One Fare A (Carrick, Pa.) |
| 3. A 15 Sd | C.C.C. RAILWAY CO.
Good For One Fare 5 (Centralia, Ill.) |
| 4. B 16 Sd | Good For One Fare 5 (Centralia, Ill.) |
| 5. WM 16 Cross | C.S. & I. RY. CO. COLORADO SPRINGS
Good For One Full Fare (Colo. Spgs., Colo.) |
| 6. A 16 D | D & B. STREET RAILWAY CO.
Good For One Fare (Danbury, Conn.) |
| 7. WM 16 D | CITY OF DETROIT DEPT. OF ST. RYS.
Good For One Fare (Detroit, Mich.) |
| 8. B 16 D | Good For One Fare (Detroit, Mich.) |
| 9. WM 16 E-sc | PUBLIC UTILITIES COMPANY EVANSVILLE, IND.
Good For One City Fare (Evansville, Ind.) |
| 10. WM 16 X | JACKSONVILLE TRACTION CO.
Jacksonville Traction Co. (Jacksonville, Fla.) |
| 11. A 16 Sd | K.C. RYS. CO. FULL FARE
J.A. Harder Treasurer (Kansas City, Mo.) |
| 12. B 16 Sm-sc | (same as obverse)(Kansas City, Mo.) |
| 13. WM 16 Sd | (same as obverse)(Kansas City, Mo.) |
| 14. B 16 Ball | KANSAS CITY PUBLIC SERVICE CO. KC
J.A. Harder Treas. Full Fare (Kansas City, Mo.) |
| 15. WM 16 K | KENTUCKY TRACTION & TERMINAL CO. 1927
Good For One Ride City Fare 1927 (Lexington Ky) |
| 16. WM 16 N | PUBLIC SERVICE COORDINATED TRANSPORT N.J. (CAR)
Good For One Fare Thos. N. McCarter Pres.
/(Newark, N.J.) |
| 17. WM 16 N | UNION STREET RY. CO. NEW BEDFORD GOOD FOR ONE
/FIVE CENT FARE
(same as obverse)(New Bedford, Mass.) |
| 18. WM 16 Bar | EASTBAY TRANSIT COMPANY (4mm bar)
Good For One Fare (Oakland, Calif.) |
| 19. Bz 16 Ch | OLYMPIA TRANSIT COMPANY
Good For One Fare (Olympia, Wash.) |
| 20. WM 16 P | PONCA TRANSIT COMPANY
Good For One Fare (Ponca City, Okla.) |
| 21. WM 16 W | Good For One Fare (Ponca City, Okla.) |
| 22. WM 16 St-sc | ALBANY SOUTHERN R.R. CO. (Rensselaer, N.Y.)
Good For One Fare (copper stripe on obv.) |
| 23. WM 16 St-sc | Good For One Fare (copper stripe on Rev.) |
| 24. A 16 Tr-sc | SEATTLE MUNICIPAL RAILWAY
Full Fare D.W. Henderson Supt. (Seattle, Wash.) |
| 25. Z 16 Tr-sc | Full Fare D.W. Henderson Supt. (Seattle, Wash.) |
| 26. K 16 Tr-sc | D.W. Henderson Supt. of Public Utilities |
| 27. A 16 Sd | UNITED RAILWAYS CO. OF ST. LOUIS 1918
Good For One City Fare (St. Louis, Mo.) |
| 28. B 16 U | UNITED RAILWAYS CO. OF ST. LOUIS
Good For One City Fare (St. Louis, Mo.) |
| 29. WM 16 H | UNION TRANS. CO. TULSA, OKLA.
Good For One City Bus Fare (Tulsa, Okla.) |
| 30. WM 16 D | Good For One City Bus Fare (Tulsa, Okla.) |
| 31. B 16 Sd | Good For One City Bus Fare (Tulsa, Okla.) |

32. WM 16 St-sc WASH. RY. & E. CO. CAP. TRAC. CO.
One Fare in the Dist. of Col. 2 (Wash. D.C.)
33. WM 16 K One Fare in the Dist. of Col. 2 (Wash. D.C.)
CAPITAL TRANSIT CO.
34. WM 16 H One Fare in the Dist. of Col. 3 (Wash. D.C.)
SOUTH SIDE BUS
(blank)(Whiting, Ind.)
35. A 17 Sd (same as obverse)(Whiting, Ind.)
36. K 17 Sd N.Y. & Q.C. RY. CO. NYQ LINCOLN C. ANDREWS
Good For One Fare Queens NYQ (New York, N.Y.)
37. WM 16 C-sc SUBURBAN BUS LINE OF N.J.
Good For One Fare (bus) J. Richard Sekupur
38. WM 16 Dd. THE CITIZENS TRACTION CO. OIL CITY, PA.
Good For One Fare 1921 (Oil City, Pa.)
39. B 16 Cs-sc NASHVILLE RY. & LT. CO.
Good For One Fare (Nashville, Tenn.)
40. WM 16 Ball GALESBURG CITY LINES, INC.
Good For One Fare (Galesburg, Ill.)
41. K 16 G-sc UNITED RY. & ELEC. CO. BALTIMORE
Good For One Fare (Baltimore, Md.)
42. Bz 16 U MENOMINEE & MARINETTE LT. & TR. CO.
Good For One Fare (Menominee, Mich.)
43. B 16 M MUNICIPAL RAILWAY
One Fare San Francisco (San Francisco, Cal.)
44. WM 16 Ball BAY STATE BAY STATE (copper stripes)
City Zone Fare District 1 (Boston, Mass.)
45. WM 16 St-sc W. & SO. ST. RY. CO.
Good For One Fare (Aliquippa, Pa.)
46. WM 16 D PITTSBURGH RAILWAYS CO.
Good For One Fare 2 2 (Pittsburgh, Pa.)
47. Bz 16 P CINCINNATI STREET RAILWAY (BUS & STREETCAR)
Good For One Fare Walter A Draper President
48. WM 17 Ball Good For One Fare Walter A Draper President
49. WM 17 Sd Good For One 10¢ Fare Walter A Draper President
50. WM 17 Sd Good For One 10¢ Fare Walter A Draper President
51. Bz 17 Ball ST. JOSEPH LIGHT & POWER CO. ONE FARE REDDY
/KILOWATT
52. Bz 16 2-ch Next Time Take the Bus Reddy Kilowatt
(pictures of Reddy on both sides)(St Joseph, Mo.)
53. Z 16 Ball SIOUX CITY TRANSIT CO. SCT
Good For One Fare SCT (Sioux City, Iowa)
54. Z 16 Sm-sc SEATTLE TRANSIT EVRO M. BECKET, CHM. (TREES)
Good For One Fare (trees)(Seattle, Wash.)
55. S 16 A GEORGIA POWER CO. ATLANTA
Good For One Fare (Atlanta, Ga.)
56. S 16 Cs HONOLULU RAPID TRANSIT CO. LTD. 1924
Good For One Full Fare (Honolulu. T.H.)
57. S 16 Sd COOKE STREET LINE INC. C.S.L.
Good For One Fare C.S.L. (Waterbury, Conn.)
58. S 16 Ball OWENSBORO RAPID TRANSIT INCORPORATED O
Good For One Fare O (Owensboro, Ky.)
59. Z 16 Ball Good For One Fare O (Owensboro, Ky.)
60. Z 16 R RAILWAY TRANSIT LINE
Good For One Fare (South Bend, Ind.)

SUPPLEMENT TO THE CHECK LIST

This supplement was designed to cover the new issues from January 1, 1953 up to and including December 31, 1955.

It is not expected to be letter perfect or without error's, but is merely to serve as a guide for those of you who have not kept your check list up to date and especially for those who have joined since the Check List was published.

This is brought to you at no cost. The expense of preparing it was paid for by your:

President Eroy L. Kimmons

AND

Secretary William E. Eisenberg

ALABAMA
MOBILE 560

X	WM	16	Ch	FOREST HILL BUS LINE	.15
				Good For One Fare	
	X o	WM	20	MOBILE LIGHT AND RAILROAD CO.	2.00
				Trackman	
PRITCHARD 680	A	A	23	MORGAN BUS SERVICE	.10
				Blank	
TUSCALOOSA 800				TUSCALOOSA STREET RY. CO. TUSCALOOSA	
				ALA.	
	F o	WM	23	Good For One Fare (Horsecar)	3.50

ARKANSAS
COLLEGE HEIGHTS 190

A	WM	16	A	ARKANSAS A. AND M. COLLEGE BUS	
				Good For One Fare Only	.20
HELENA 405				THE INTERBURBAN RAILWAY CO. HELENA,	
				ARK.	
	A o	B	21	Good For One Ride	3.50
				TWIN CITY TRANSIT CO. (BUS)	.15
	B	WM	16	Good For One Fare (BUS)	

CALIFORNIA
BURBANK 110

D	S	21	Sd	T & T BUS (incuse letters)	.10
				Same as obverse (var. - thick & thin)	
CARMEL 125	D	Bz	23	BAY RAPID TRANSIT CARMEL (TREE)	.25
				Good For One Fare (TREE)	
EAST LOS ANGELES 240	A	Bz	20	EASTERN CITIES TRANSIT	.10
				Good For One Token Fare	
FRESNO 300				FRESNO CITY LINES	
	G	Bz	16	Good For One Fare	.10
	H	WM	16	Good For One Fare (Bz plated)	.10
	I	WM	20	Good For One School Fare	.10
	J	WM	23	FRESNO CITY LINES, INC. (BUS)	
				Good For One School Fare (BUS)	.10
GLENDAL 320				GLENDAL CITY LINES, INC.	
	G	Bz	16	Good For One Fare	.15
	H	S	16	Good For One Fare (Bz plated)	.15
	I	WM	16	Good For One Fare (Bz plated)	.15
	J	Z	16	Good For One Fare (Bz plated)	.15
LOS ANGELES 450				PACIFIC ELECTRIC RAILWAY CO.	
	J	WM	16	One Token Fare	.15
MONTEREY 525				BAY RAPID TRANSIT MONTEREY (TREE)	
	D	WM	16	Good For One Fare (TREE)	.15
				MONTEREY & PACIFIC GROVE ST. R.R.	
	E o	A	Sq	Good For One Fare (23MM)	3.50
NAPA 540				NAPA TRANSIT COMPANY	
	A	WM	16	Good For One Fare	.15
SACRAMENTO 715				PACIFIC GAS AND ELECTRIC COMPANY	
				HALF FARE	
	R o	A	Oc	(Streetcar) 101 (26 MM)	3.50
SAN DIEGO 745				SAN DIEGO TRANSIT SYSTEM	
	L	WM	16	Good For One Token Fare	.15
	M	WM	16	Good For One Token Fare (Bz pl)	.15
	N	Bz	16	Good For One Token Fare	.15
	O	Bz	16	Good For One Token Fare (Sil-pl)	.15
				STAR & CRESENT FERRY CO. (CRESENT)	
	P	WM	23	Good For One Fare (Cresent)	.10

SANTA MONICA	835				SANTA MONICA MUNICIPAL BUS LINES	
	P	B	23	Sm-sc	Good For One Zone Fare	.15
TULARE	925				TULARE BUS LINES	
	A	WM	16	T	Good For One School Fare	.10
VALLEJO	945				MARE ISLAND FERRY	
	M	Bz	23	M	Good For One Fare	.15

COLORADO						
COLORADO SPRINGS	140				COLORADO SPRINGS TRANSIT CO.	
	G	WM	16	CS	Good For One Fare	.15

CONNECTICUT
BRISTOL 40

	B	WM	16	Bar	BRISTOL TRACTION CO. (BUS)	
					Good For One Fare (BUS)	.15
DANBURY	85				WHITE LINE BUS CORP. W	
	C	B	23	Sd	Good For One Fare W	.15
	D	B	23	Sd	Good For One Fare W (Bz-pl)	.20
FALLS VILLAGE	160				HOUSATONIC R.R. SECTION NO. 11 ONE	
					PASSAGE BETWEEN FALLS VILLAGE AND	
					ASHLEY FALLS	
	A o	B	42	Sd	Blank (All letters incuse)	3.50
LAKEVILLE	235				HOTCHKISS TAXI SERVICE TEL. 174-2	
	C o	A	0c	Sd	15¢ For Transportation (25 MM)	3.50
NEW BRITAIN	290				WAGNER SERVICE WS	
	M	B	16	Bar	Good For One Fare WS	.10
NEW HAVEN	305				ORANGE STREET BUS LINE CORP. (BUS)	
	J	Bz	23	Bar	Good For One Fare (BUS)	.15
	K	B	23	Bar	Good For One Fare (BUS)(bz-pl)	.15
	L	S	23	Bar	Good For One Fare (BUS)(Bz-pl)	.15
	M	WM	23	Bar	Good For One Fare (BUS)(Bz-pl)	.15
WATERBURY	560				NORTH EAST TRANSP. CO. INC.	
	I	Bz	16	Tr-sc	Good For One Fare (Thick & thin)	.10

FLORIDA

CLEARWATER	105				CLEARWATER TRANSIT INC.	
	A	WM	16	Sd	Good For One Fare	.20
JACKSONVILLE	380				JACKSONVILLE COACH COMPANY	
	S o	Bz	20	J-sc	Jacksonville Florida	.25
					JACKSONVILLE COACH CO. (BUS)	
	T	WM	23	Bar	Good For One School Fare (BUS)	.10
PENSACOLA	710				PENSACOLA TRANSIT INC. P	
	D	Bz	16	Ball	Good For One Zone Fare P (Sil-pl)	.15
	E	WM	16	P	PENSACOLA TRANSIT, INC.	
					Good For One Fare	.15

GEORGIA

ATLANTA	60				ATLANTA TRANSIT SYSTEM TOKEN	
	T	WM	16	A	Same as obverse	.15
CARTERSVILLE	200				DENT COACH LINES	
	A o	WM	16	D	Good For One Fare	.15
SAVANNAH	780				SAVANNAH TRANS. CO. ONE FARE IN	
					AZALEA LAND	
	J	WM	16	Sq-pc	Azalea	.15
TIFTON	880				TIFTON BUS LINES, TIFTON, GA. (BUS)	
	A o	B	16	Bar	Good For One Fare (BUS)	.50

ILLINOIS

BLOOMINGTON 70

K Bz 16 Ball

BLOOMINGTON-NORMAL CITY LINES, INC.

Good For One Student Fare (BUS) .10

CALUMET CITY 100

A o WM 21 Sd

SCHAPPI BUS LINE CALUMET CITY, ILL.

Good For One Fare 2.50

CARMI 120

A o A Ob Sd

CARMI & MT. VERNON FERRY ROUTE 62

Good 1 Way Car 1.00

CAVE-IN-ROCK

CAVE IN ROCK FERRY CO. CAVE-IN-ROCK, ILL. ONE-WAY

A o A 32 Sd

Blank 1.00

CHICAGO 150

W WM 23 Ball

CHICAGO TRANSIT AUTHORITY CTA

Rapid Transit System Token CTA .20

X WM 16 Ball

Surface System Token CTA (Bz-pl) .20

CHICAGO STREET CARETTE ONE FARE 3.50

DANVILLE 190

Y o A 22 Sd

The Fair State Adams and Dearborn

DANVILLE CITY LINES, INC. (BUS)

F WM 16 Ball

Good For One Student Fare (BUS) .10

DOGTOWN 220

DOGTOWN FERRY ROUTE 62

A o A Ob Sd

Good 1 Way On Ferry (23x31 MM) 3.50

B o A Ob Sd

Good 1 Way Car 2.00

C o Fr Ob Sd

Good 1 Way On Ferry (23x31 MM) 2.00

D o A Ov Sd

Good One Way On Ferry 2.00

EAST ST. LOUIS 250

E. ST. LOUIS CITY LINES, INC.

Good For One Fare (BUS)(2 slots) .15

J WM 23 Ball

FRANKLIN PARK 315

TRANSIT TOKEN

B WM 23 Star-sc

Good For One Fare

HILLSBORO 415

HILLSBORO, ILL. CITY BUS ONE FARE I

A o B 19 Sd

Illinois Power & Light Corporation

I 2.00

HUTSONVILLE 425

GOOD FOR ROUND TRIP -AT- HUTSONVILLE FERRY

A o B 25 Sd

J.M. McNutt Dealer In Lumber & Hardware

2.00

KANKAKEE 460

K o WM 16 Ch

NORTH K.K.K. RAILWAY COMPANY N

1.00

LA GRANGE 475

B WM 20 Bar

Good Between K.K.K. And Bourbonnais

LA GRANGE - LA GR. PK. TRANS. CO.

Good For One School Fare (BUS) .10

LYONS 530

F Bz 16 Bar

BLUEBIRD COACH LINES INC. (BUS)

Good For One Adult Fare (BUS) .25

MT. CARMEL 600

B o A 25 Sd

5TH ST. FERRY MT. CARMEL ILL.

Good For Return Trip .50

ROCKFORD 755

C o Bz 23 Bar

SOUTHERN ILLINOIS TRANSIT LINES INC.

Good For One Fare (BUS)(Sil-pl) .25

ROCKFORD TRANSIT COMPANY ILL.

G WM 16 R

Good For One City Fare .15

ROCK ISLAND 760

B o WM 20 Bar

TRI CITY RAILWAY CO. HALF FARE $\frac{1}{2}$

Children From 5 to 12 Years $\frac{1}{2}$ 1.00

SAINT FRANCISVILLE 768

ST. FRANCISVILLE FERRY W. C. GILLESPIE

OWNER ST. FRANCISVILLE, ILL.

A o A Ov Sd

Good For 25¢ In Ferriage 2.00

STREATOR 820

B o WM 23 Y

STREATOR YELLOW BUS CO.

Good For One Fare 2.00

DON'T FORGET THE CONVENTION AUGUST 4th & 5th MINNEAPOLIS

PLAN TO ATTEND

INDIANA					
35-17	ANDERSON	20	E o Ca 23	Sd	THE ANDERSON ELEC. ST. RY. CO. ONE FARE (Streetcar on reverse side) 3.50
	ENTERPRISE	275	A o A 25	Sd	STRIKER'S LANDING FERRY
			B o B 25	Sd	Good For 1 Trip 2.50
	GARY	330			Good For 1 Trip 2.50
			G WM 16	G	GARY STREET RAILWAY CO.
					Good For One Fare (Brass-pl) .20
			H WM 16	G	GARY RAILWAYS COMPANY
					Good For One Fare (Brass-pl) .20
			I WM 16	G	GARY RAILWAYS, INC.
					Good For One Fare (Brass-pl) .20
			J WM 16	Ball	GARY RAILWAYS, INC. G
					Good For One Fare G (Brass-pl) .20
	GOSHEN	350	K WM 16	Ball	GOSHEN MOTOR COACH CORP. G
					Good For One Fare .15
35-55	HAZELTON	405	A o A 25	Sd	M.O. DECKER OWNER HAZELTON, IND.
					Good For Hazelton Ferry 2.00
					(Counterstamped)
	KENDALLVILLE	500	A o WM 16	Sd	KENDALLVILLE BUS LINES K
					Good For One City Fare K .15
	LAFAYETTE	520	E o WM 23	L	LAFAYETTE DANVILLE
					One Ride Purple System .25
	MOUNT VERNON	650			MACKEYS FERRY O.N. FRETAGEOT PROP.
			A o B 24	Sd	WABASH RIVER
			B o B 29	Sd	Good For 10¢ In Ferriage 1.00
			C o B 0c	Sd	Good For 25¢ In Ferriage (sc) 1.00
					Good For 50¢ In Ferriage 32mm 1.00
			D o Z 0c	Sd	MACKEY'S FERRY
					Good For One Way (sc) 2.00
	NEWBURGH	685	A o A 0c	Sd	CYPRESS BEACH FERRY RETURN TRIP
35-31			B o A 28	Sd	SAME AS OBVERSE (34 MM) 2.00
					Blank 2.00
	NEW HARMONY	700	A o A 0v	Sd	NEW HARMONY FERRY
					Good For 1 Auto Trip .50
			B o A 25	Sd	FITTONS FERRY 70c NEW HARMONY, INC.
					Good For 70c In Ferriage 2.00
			C o A 25	Sd	FITTONS FERRY \$1.00 NEW HARMONY, INC.
					Good For \$1.00 In Ferriage 2.00
			D o A Sq	Sd	FITTONS FERRY 20¢ NEW HARMONY, INC.
					Good For 20¢ In Ferriage 26mm 2.00
			E o A 29	Sd	FITTONS FERRY NEW HARMONY, INC. 50¢
					Good For 50¢ In Ferriage (sc) 2.50
35-31			F o A 0c	Sd	FITTONS FERRY NEW HARMONY, IND 35c
					Good For 35c In Ferriage 2.50
	PERU	740	A WM 23	Ball	PERU TRANSIT LINES, INC. (BUS)
					Good For One Fare (BUS)(2 slots).15
35-55	PETERSBURG	750	A B 0c	Sd	ROGERS FERRY CHECK
					On White River (26 mm)
	SOUTH BEND	860	L Bz 23	Bar	NORTHERN INDIANA TRANSIT, INC. (BUS)
					Good For One Adult Fare (Sil-pl).20
	TIPTON	900	A o B 28	Sd	HARDY'S BUS & CAB LINE TIPTON, IND.
					Blank 2.00
	VINCENNES	930	H o Cy 22	Sd	VINCENNES CITIZENS STREET RAILWAY CO
					WGG 5 (Monogram) 3.50

IOWA

CLINTON	230	M	WM	20	Bar	PETTIT BUS LINE (BUS)	
						Good For One Fare (BUS)	.15
COUNCIL BLUFFS	240	C	WM	23	C-sc	COUNCIL BLUFFS TRANSIT CO.	
						Good For One Adult Fare	.10
MASON CITY	600	F	WM	16	Sd	CITY TRANSIT INC. C	
						Good For One Fare	.15
MOUNT VERNON	630	A o A		0c	Sd	HOODMAKERS BUS LINE MT. VERNON, IA.	
						Good For 1 Ride (25 MM)	2.00
OSAGE	710					WILLSON'S BUS & BAGGAGE. PHONE 358	
						OSAGE, IOWA	
		B o A		29	Sd	Good For One Ride	3.50
OTTUMWA	740	X	Bz	16	O	OTTUMWA TRANSIT LINES, INC. IOWA	
						Good For One Fare	.15
SIOUX CITY	850	V o Ca		22	Sd	SIOUX CITY STREET RAILWAY CO.	
						Half Fare	3.50

KANSAS

BLUE RAPIDS	85					KELSEY BROS. SOUTH SIDE LIVERY BUS	
						AND TRANSFER ROUND TRIP 25¢ BLUE	
						RAPIDS KANS.	3.00
		A o A		25	Sd	Good For One Ride From Hotel To	
						Depot	
LAWRENCE	540	F	WM	16	R	RAPID TRANSIT, INC.	
						Good For One Fare	.15
TOPEKA	940	M	WM	20	Sd	TOPEKA TRANSPORTATION CO. INC. T	
						Good For One School Fare T	.10
WICHITA	970	I	WM	23	W	WICHITA TRANSPORTATION CORP.	
						Good For One Fare (Bz-plated)	.10

KENTUCKY

ASHLAND	10					P O (ooooooo around edge)	
		Q o B		35	Sd	Used by postman	1.00
BEECH GROVE	45					RANGERS LANDING FERRY KENTUCKY	
						HWY. 136	
		A o A		31	Sd	Good For One Fare (sc)	2.00
COVINGTON	150					C. N. & C. RY. CO. GREEN LINE D.L.	
						RINGO GEN. MGR.	
		H	WM	16	L-sc	Good For One Fare Green Line	.15
						THE GREEN LINE (In script) D.L.	
						RINGO PRES.	
		I	WM	23	L-sc	Good For One Fare Green Line	.15
LEXINGTON	480	S	WM	23	Sd	LEXINGTON RAILWAY SYSTEM KENTUCKY	
						Good For One Fare (New style bus	
						LEXINGTON RAILWAY SYSTEM, INC.	
		T	Bz	20	C-sc	Children and School Fare	.10
LOUISVILLE	510	BQ	B	Sq	Sd	BLUE MOTOR COACH LINES SCHOOL CHECK	
						Same as obverse (21 MM)	.10
						BLUE MOTOR COACH LINES SCHOOL TOKEN	
		BR	B	24	Sd	Same as obverse	.10
MADISONVILLE	530	A	WM	16	M	MADISONVILLE TRANSIT CO.	
						Good For One Fare	.15
OWENSBORO	670	G o A		25	Sd	OWENSBORO FERRY CO. F.T. ROUNDS MGR.	
						Good For One Crossing	3.50

THE DATE AUGUST 4TH & 5TH

35/15	PADUCAH	680	L	Bz 16	Ball	PADUCAH TRANSIT CORP. (BUS) Good For One Fare (BUS)(2 slots).	.15
	LOUISIANA						
	ALGIERS	30	E	WM 23	W	WESTSIDE TRANSIT LINES, INC. Good For One Fare	.10
	BATON ROUGE	80	A	WM 16	Ball	BATON ROUGE BUS CO, INC. B Good For One Fare B (3 slots)	.15
	MAINE						
	AUGUSTA	40	B	WM 16	Sd	MAINE CENTRAL BUS LINES (CAPITOL BLDG) Good For One Fare (Capitol Bldg).	.15
	BATH	80	A	Wm 23	B	BATH BUS SERVICE BATH, MAINE Good For One Fare	.10
	MASSACHUSETTS						
	BROCKTON	135	B	Wm 23	Ball	EASTERN MASSACHUSETTS ST. RY. CO. EM Good For One Zone Fare (Bz-pl)	.15
	DEDHAM	210	B	A 22	Sd	DEDHAM - NEEDHAM TRANSIT LINES, INC. Good For One Fare	.15
	PALMER	630	F	B 23	Sd	PALMER MOTOR COACH SERVICE P School Token One Fare (BUS)	.10
	SPRINGFIELD	760	G	Bz 16	S-sc	SPRINGFIELD STREET RAILWAY CO. Good For One Fare	.15
	MICHIGAN						
	ALMA	30	A	Wm 23	Bar	TRANSIT LINES, INC. ALMA Good For One Fare (BUS)	.50
	BATTLE CREEK	60	E	Wm 23	Bar	BATTLE CREEK COACH CO. (BUS) Good For One School Fare (BUS)	.10
			F	Wm 23	Ball	Good For One City Fare (BUS)	.15
			G	Bz 16	Ball	Good For One School Fare (BUS)	.10
35/15	BENTON HARBOR	75	J	Wm 16	Tr-sc	BENTON HARBOR & ST. JOE MICH. Good For One Fare	.25
			K	B 16	Apple-sc	Good For One Fare (Sil-pl)	.20
	CHEGOYGAN	170	A o	Wm 16	Ball	CHEBOYGAN TRANSIT COMPANY C Good For One 10¢ Fare C	.15
35/15	DETROIT	225	I	Wm 16	T	DETROIT & CANADA TUNNEL CO. Good For One Fare (Oxidized by Co)	.15
			J	B 16	Sd	Good For One Fare (Ox by Co)	.15
			K	Wm 16	Sd	Good For One Fare	.15
	GRAND RAPIDS	370	M	S 16	G	GRAND RAPIDS MOTOR COACH COMPANY Good For One City Fare (Bra-pl)	.15
			N	Wm 23	G	Good For One School Fare	.10
			O	Wm 16	G	GRAND RAPIDS RAILWAY CO. 1 Good For One City Fare	.15
35/47	KALAMAZOO	530	M o A	Oc	Sd	CITIZENS STREET RY. CO. CHILDS TICKET KALAMAZOO Citizens St. Ry. Co. G.K. Wheeler Gen'l Mg'r Kalamazoo (22 MM)	3.50
	LANSING	560				INTER-CITY COACH LINE CO. LANSING, MICH.	
	MANISTEE	590	N	Wm 23	Bar	Good For One Fare (BUS)	.15
						MANISTEE STREET CARRETTE CO. (LIMITED) MANISTEE MICH.	
			B o B	22	Sd	Good For One Fare (Horsecar)	3.50

MIDLAND 635

B PE 23 Sd

MUSKEGON 680

Q o Cg 22 Sd

PORT HURON 775

D Bz 16 Ball

E B 23 Ball

SAGINAW 845

Y Bz 16 Ball

SAULTE STE. MARIE 885

C B 16 Sd

D B 20 Sd

MIDLAND TRANSIT LINES (INCUSE) .15

Courtesy Lester Kent Inc. Builder

MUSKEGON RAILWAY CO

One Fare

PORT HURON BUS CO. (BUS)(2 slots) 3.50

Good For One Adult Fare (BUS) .15

Good For One Adult Fare (BUS) .10

SAGINAW CITY LINES, INC. (BUS)

Good For One School Fare .10

INTERNATIONAL TRANSIT T

Good For One Adult Fare T .15

Good For One Child Fare T .10

MINNESOTA

MINNEAPOLIS 540

Y Wm 23 Ball

Z Wm 16 Sq

AA Wm 16 Sq

AB S 16 Sq

AC B 16 Sq

AD Bz 16 Sq

TWIN CITY MOTOR BUS CO. TC

Good For One Fare TC .20

MINNEAPOLIS ST. RY. CO. M

Good For One Fare E.O. Crosby .20

Good For One Fare D.J. Strouse .20

Good For One Fare D.J. Strouse .20

Good For One Fare D.J. Strouse .20

Good For One Fare D.J. Strouse .20

Z thru AD all Zinc plated

MEDICINE LAKE BUS CO.

Good For One Fare .25

Good For One Fare .30

Good For One Fare .35

ROCHESTER 720

A Wm 23 Ball

ST. PAUL 760

M Wm 16 S

WINONA 980

E B 16 Ball

F Wm 16 Ball

ROCHESTER BUS LINE, INC. (BUS)

Good For One Adult Fare (BUS) .10

THE ST. PAUL CITY RY. CO. (Z-pl)

Good For One Fare E.O. Crosby Treas. .20

WINONA TRANSIT CO. WT

Good For One Fare WT (Bz-pl) .15

Good For One Fare WT (Bz-pl) .15

MISSISSIPPI

HATTIESBURG 360

A Bz 23 Sd

MISSISSIPPI CITY LINES M

Good For One Fare .10

MISSOURI

KANSAS CITY 440

O B 23 Slot-sc

KANSAS CITY PUBLIC SERVICE CO. K.C.

Schnur, Treas.

Accommodation Token (Indian Scout) .10

WAYNESVILLE 950

A Wm 23 Bar

B K 23 Bar

FRIENDLY SERVICE BUS (BUS)

Good For One Fare (BUS) .20

Good For One Fare (BUS) .25

MONTANA

BOZEMAN 100

A Wm 16 Ball

HELENA 480

G Wm 16 Bar

CITY BUS LINE MONTANA (BUS)

Good For One Fare (BUS) .10

COMMUNITY TRANSIT COMPANY CTC

Good In City Limits Only CTC .10

NEBRASKA 120

BEATRICE

C Bz 16 Ball

D Wm 16 Ball

BEATRICE BUS LINES (BUS)

Good For One Fare (BUS) 2 slots .15

Good For One Fare (BUS) 2 slots .10

21	FREMONT	360	G	B	20	Ball	FREMONT TRANSIT LINES NEBR. FTL		
							Good For One Fare FTL	.15	
	GRAND ISLAND	420	H	S	23	C	G. I. TRANSIT CO.		
							Good For One Fare (Sil-pl)	.10	
	KEARNEY	500	A	o	Cr	23	THE KEARNEY ELECTRIC COMPANY NEB.	3.50	
							Kearney Electric Railway One Fare		
	LINCOLN	540	Y	Bz	16	Ball	LINCOLN CITY LINES, INC. (BUS)		
							Good For One School Fare (BUS)	.10	
	NORFOLK	640	A	Bz	16	Ball	NORFOLK TRANSIT LINES (BUS)		
			B	Wm	23	Ball	Good For One Adult Fare (BUS)	.15	
							Good For One School Fare (BUS)	.10	
	RALSTON	800	o	Wm	16	R	RALSTON BUS CO. RALSTON, NEBR.		
							Good For One Zone Fare	.15	
NEW JERSEY									
	ATLANTIC CITY	20	F	B	16	J	ATLANTIC CITY JITNEY'S		
							Good For One Fare (In 2 lines)	.15	
	MANASQUAN	460	A	Wm	16	S	OCEAN GROVE BUS LINE		
							Good For One Fare	.10	
	NEWARK	555	F	Bz	16	Tr	PUBLIC SERVICE COORDINATED TRANSPORT N.J.		
							Good For One Fare Geo H Blake		
							President P S	.15	
	TRENTON	885	B	Wm	16	Ball	TRENTON TRANSIT F.E. MATTHEWS TREA. T		
			C	Wm	16	Bar	Good For One Fare T (2 cut outs)	.15	
							Good For One School Fare T "	.10	
55-83	WILDWOOD	975	C	B	23	Sd	SIGHTSEER WILDWOOD, N.J. WORLDS		
							FINEST BATHING BEACH	.15	
							One Fare Sightseer (4 cars in train)		
NEW YORK									
	AMSTERDAM	25	o	Wm	20	Ball	FONDA--JOHNSTOWN & GLOVERSVILLE E.R.R. CO. F J & G		
							Good For One Fare F J & G	.15	
	BUFFALO	105	H	o	Bz	16	NIAGARA FRONTIER		
						Tr-sc	Good For One Fare	.15	
	EAST ROCKAWAY	210	A	o	B	23	BAY PARK BUS LINE INC. FEMALE		
						Bar	Good For One Ride Female	.50	
			B	B	23	Sd	BAY PARK BUS LINE INC. MALE		
							Good For One Ride Male	.15	
	FREDONIA	280	C	Wm	16	C-sc	CENTRAL GREYHOUND LINES, INC. NEW YORK		
							Good For One Fare New York	.15	
56-7	HUNTINGTON	395	A	o	Wm	21	HUNTINGTON COACH CORPORATION (BUS)		
						Bar	Good For One Half Fare (BUS)	.10	
	MORIAH	595	A	o	Ci	31	MORIAH PLANK ROAD COMPANY INCORPORATED 1850	3.50	
						Ch	Pass Two Horse Loaded Team		
							G. Sherman President		
			B	o	Ve	31	Same as A	3.50	
	MANHATTAN	630	AP	Wm	16	Sd	AVENUE B & EAST BROADWAY TRANS. CO.		
			AQ	Wm	16	Sd	Transfer Exchange (Gun metal pl)	.10	
			AR	Pt	18	Sd	Transfer Exchange (red enameled)	.10	
							DURKEE & CO. OMNIBUS TOKEN ONE RIDE		
							When Shall We Three Meet Again	3.50	
							(Two Donkeys)		

MANHATTAN	630	AS	B	16	Sd	NEW YORK CITY TRANSIT AUTHORITY NYC	
						Good For One Fare NYC	.15
						(2 Varieties & die varieties)	
		AT	B	16	Y-sc	NEW YORK CITY TRANSIT AUTHORITY N C	
BROOKLYN	629					Good For One Fare N C	.15
		K	Wm	22	Sd	BROOKLYN AND QUEENS TRANSIT CORP-ORATION TRANSFER TOKEN	
						Issued In Exchange For Transfer	.25
						(Gun metal plated)	
OLEAN	675	D	Wm	16	Ball	BLUE BIRD COACH LINES B	
						Good For One Fare B (Brass-pl)	.15
ONEONTA	685	D o	Bz	16	Sm-sc	ONEONTA BUS LINES ONE 1 Fare	
						(Indian head)	.15
						Thrifty McToken Says Ride The Bus	
						(Cartoon)	
		E	Wm	16	S	ONEONTA BUS LINES	
						Good For One School Fare	.10
PLATTSBURGH	735	G	Wm	16	P	PLATTSBURG TRANSIT CO. INC.	
						Good For One Fare	.10
PORT CHESTER	745	B	Wm	23	Bar	COUNTY TRANSPORTATION CO. (BUS)	
						Same as obverse	.15
ROCKVILLE CENTRE	785	B	B	20	Bar	ROCKVILLE CENTRE BUS CORP. (BUS)	
						Good For Local Fare Rockville	.15
						Centre (BUS)	
		C	Wm	24	Bar	CHILD'S FARE (BUS)	
						Same as obverse	.10
		D	Wm	24	Bar	Same as C (Bz-plated)	.10
SACKETT LAKE	800	A	Bz	23	Bar	SACKETT LAKE BUS LINE (BUS)	
						Good For One Fare (BUS)	.15
SYRACUSE	875	R	Bz	23	S	SYRACUSE TRANSIT CORPORATION	
						Children's Fare	.10
TROY	890	E o	Vi	25	Sd	TROY & WEST TROY BRIDGE COMPANY	
						Pass Vehicle And One Horse	3.50
NORTH CAROLINA							
GOLDSBORO	360	A	Wm	16	Ball	GOLDSBORO TRANSP. CO. (BUS)	
						Good For One Fare (BUS)(2 slots)	.15
LEXINGTON	560	A	B	16	Bar	CITY BUS LINE (BUS)	
						Good For One Fare (BUS)	.10
ROXBORO	710	B o	A	25	Sd	CITY BUS CO. ROXBORO, N.C. 10¢	
						Good For One Fare	.25
SHELBY	770	C	Wm	23	Bar	SHELBY TRANSIT CO. STC	
						Good For One Fare (BUS)	.10
NORTH DAKOTA							
FARGO	260	I	Bz	23	Ball	NORTHERN TRANSIT COMPANY (BUS)	
						Good For One Fare (BUS)2 slots	.15
WILLISTON	960	A o	B	16	Sd	BAHNER BUS LINE B	
						Good For One Fare	_____
OHIO							
ASHLAND	25	A	B	16	Sq-sc	ASHLAND CITY LINES	
						Good For One Fare	.15
CINCINNATI	165	AC	B	16	Ball	CINCINNATI TRANSIT (BUS & TROLLEY COACH)	
						One Adult Fare (Bus & Trolley	.20
						Coach) on Each Side (2 - slots)	

CINCINNATI 165	CONT'D				CINCINNATI TRANSIT SCHOOL FARE (BUS & TRULLEY COACH)	
	AD	B	23	Ball	(Same as obverse) (2 - slots)	.10
CLEVELAND 175	AE	Wm	23	Ball	CINCINNATI TRANSIT SCHOOL OR HALF FARE (BUS & TRULLEY COACH)	
					(Same as obverse) (2 - slots)	.10
	X	Ck	23	Sd	BROOKLYN LINE ONE FARE	
	Y	Cb	23	Sd	These 3 tokens are the same on both sides and Z has a 2 on both sides	3.50
DAYTON 230	Z	Cc	23	Sd	CITIZENS STAGE LINE	
	AA	Vr	23	Sd	West Side	3.50
	Ab	Wm	23	Rt-sc	CITY OF SHAKER HEIGHTS	
	U o	Bz	23	Bar	Good For One Fare	.25
HAMILTON 385	B	Wm	16	H-sc	C. & L. E. TRANSPORTATION CO. (BUS)	
	G	Bz	23	Bar	Good For One Fare (BUS)	.15
	H	Wm	23	Bar	HAMILTON CITY LINES, INC.	
	BR	Wm	16	Dd	Good For One Fare (Bz-pl)	.15
LANCASTER 440	B8	S	16	Dd	LANCASTER TRANSIT INC. (BUS)	
	BT	Bz	16	Dd	Good For One Fare (BUS)(Sil-pl)	.15
	G	Wm	16	Sd	Good For One Fare (BUS)	.15
	H	Wm	23	Bar	EMPLOYEE'S TRANSIT LINES, INC.	
LORAIN 475					LORAIN, OHIO E.T.L.	
					Good For One Fare	.15
					Good For One Fare (Bz-pl)	.15
					Good For One Fare	.15
MANSFIELD 505					MANSFIELD RAPID TRANSIT, INC.	
					MANSFIELD, O.	
					Good For One Fare N.W. Arnold, Pres. O	.15
					MANSFIELD RAPID TRANSIT, INC. (BUS)	
STEUBENVILLE 835					Good For One Fare (BUS)(2 slots)	.15
					STEUBENVILLE BUS CO. STEUBENVILLE, OHIO	
					Good For One Zone Ride	.15
					SIDNEY STREET TRANSIT, INC.	
SIDNEY 815					Good For One Fare	.15
					THE COMMUNITY TRACTION CO. TOLEDO	
					School Fare C.H. Forsgard	
					Vice-Pres. (Bz-pl)	.15
TOLEDO 860						
OKLAHOMA						
TULSA 860					TULSA CITY LINES, INC. (BUS)	
	P	Bz	16	Bar	Good For One School Fare (BUS)	.10
OREGON						
CORVALLIS 160					HANCOCK BUS LINE CORVALLIS ORE.	
	M	B	Oc	Sd	Good For 1 Ride (21 MM)	.20
	N	B	22	Sd	Good For 1 Ride	.20
PENNSYLVANIA						
CHESTER 190					SOUTH PENNA. BUS CO.	
	B	Bz	16	C	Good For One Fare (Sil-pl)	.15
					EAST BRADY BRIDGE CO. GOOD FOR TWO HORSE VEHICLE	
					Return Check — ?	3.50
EAST BRADY 315					ELLWOOD CITY MOTOR COACH COMPANY	
					Good For One Fare	.15
ELLWOOD CITY 340						

PENNSYLVANIA CONT'D

ERIE 360

GREENSBURG 420

HARRISBURG 445

HAZLETON 455

HOMESTEAD 463

HOUSTON 465

MCKEESPORT 605

PHILADELPHIA 750

SCRANTON 840

WAYNESBURG 955

WEST ELIZABETH 965

WEST LEISENRING 975

WILKES BARRE 985

ERIE COACH CO. ERIE, PA.

Good For One Fare .15

GREENSBURG CITY LINES (BUS)

Good For One Fare (BUS-2 slots) .15

HARRISBURG RAILWAYS TOKEN (DOME)

Same as obverse .10

BARAN'S TRANSIT LINES

Good For One School Fare .10

LEHIGH TRACTION CO. HAZLETON, PA.

Good For One Fare C.B. Houck 3.50

V. Pres.

DIAMOND BUS LINE D

Good For One Fare D .15

DEBOLT TRANSIT CO. HOMESTEAD, PA. D

Good For One Fare D .15

PATSCH AUTO BUS CO. INC. (BUS)

Good For One Fare (BUS) .15

RIDGE LINES R

Good For One Fare R .15

PHILADELPHIA PTC (Winged-

Good For One Fare PTC emblem) .15

Good For One Fare School Children

Only PTC .10

SCRANTON TRANSIT CO. (BUS)

Good For One Fare (BUS) .15

PEOPLES STREET RAILWAY SCRANTON, PA.

Blank 3.00

MCKEE BUS LINE WAYNESBURG, PA. (BUS)

Good For One Fare (BUS) .15

WEST ELIZABETH BRIDGE CO. ONE FOOT

PASSENGER RETURN

Blank (29 MM) 3.50

W.E. BRIDGE CO. FOOT PASSENGER ONE

WAY Blank 3.50

BUTE TAXI CO. WEST LEISENRING PA.

Good For 25 In Trade .50

Good For 35 In Trade .50

Good For 15 In Trade 3.00

WHITE TRANSIT CO. WILKES-BARRE, PA.

Good For One Fare .15

RHODE ISLAND

NEWPORT 520

H Wm 23 N

I Wm 16 N

NEWPORT BUS CO.

Good For One Fare .15

Good For One Fare .15

SOUTH CAROLINA

ANDERSON 40

A B 16 Bar

SUBURBAN TRANSIT LINES, INC. (BUS)

Good For One Fare .10

SOUTH DAKOTA

MITCHELL 680

A Wm 16 M

B Wm 20 M

MITCHELL TRANSIT BUS FARE

Good For One Fare .15

Good For School Fare Only .15

SOUTH DAKOTA CONT'D
RAPID CITY 780

B Bz 16 H

RAPID TRACTION COMPANY

Good For One Fare

.15

TEXAS

DEL RIO 265

A B 16 Bar

DEL RIO MILITARY BUS LINE (BUS)

Good For One Fare (BUS)

.25

HOUSTON 445

I Bz 23 Ball

YALE STREET TRANSPORTATION CORP. Y

Good For One Fare Y

.20

F o Wm 16 Ball

Half Fare Token Y

.10

MIDLAND 630

B Bz 16 M

MIDLAND TRANSPORTATION COMPANY

Good For One Fare

.15

SAN ANTONIO 810

E o B 25 Sd

S.A.R.T. ST. R.R. CO. $\frac{1}{2}$ FARE SCHOOL

Blank

3.50

F o B 25 Sd

S.A.R.T. ST. R.R. CO. (DESIGN)

Good For $\frac{1}{2}$ Fare

3.50

VIRGINIA

NORFOLK 580

SUBURBAN AND CITY RAILWAY CO.

NORFOLK

F o Vc 21 Sd

Ticket 5 Cents

3.50

NORFOLK-COUNTY-FERRIES (Hub token)

B Bz 18 Ch

Good For One Passenger

.10

PETERSBURG 620

F Wm 23 Bar

PETERSBURG TRANSIT COMPANY (BUS)

One Fare Petersburg, Va. (BUS)

SANDSTON 775

A Wm 23 Bar

FAIRFIELD TRANSIT SYSTEM (BUS)

Good For One Zone Fare (BUS)

.10

WASHINGTON

KELSO 420

LONGVIEW KELSO BUS CO. LK

A Wm 16 Sd

Good For One Fare

.20

SEATTLE 780

R B 20

SEATTLE TRANSIT SYSTEM (Trees &

2 slots Good For Child's Fare mountain).

.10

SPOKANE 840

O Wm 16

SPOKANE CITY LINES

Tree-sc Good For One City Fare

.15

P o Wm 16

SPOKANE CITY LINES, INC. (BUS)

Good For One Fare (BUS 2 slots)

.15

Q Wm 23

Good For One School Only "

.10

AUTO INTERBURBAN CO.

R Bz 16 A

One Token

.25

S Bz 23 A

One Token

.30

WEST VIRGINIA

HUNTINGTON 290

CHECKER TAXI CO.

H o Wm 23 C-sc

Good For One Zone Fare

.15

WESTON 860

B Wm 20 V

WESTON BUS LINES

Good For One Fare

.15

WHEELING 890

K o B 28 Sd

THROUGH 10 WEST

Same on both sides

2.00

L o K 29 Sd

THROUGH 15 EAST

"

2.00

M o K 28 Sd

THROUGH 15 WEST

"

2.00

WISCONSIN

FOND DU LAC 220

WISCONSIN POWER & LIGHT CO.

G Wm 16 W

Good For One Fare

.10

(Center cut out by company)

WISCONSIN CONT'D
MADISON 410

MARINETTE 430
MARSHFIELD 440

OCONTO 600

STEVENS POINT 850

SUPERIOR 880

WYOMING

CODY 150

ALASKA

FAIRBANKS 300

KETCHIKAN 450

PORTO RICO

PONCE 560

SAN JUAN 640

MADISON RYS. CO.

One 5¢ Fare 1.00

TWIN CITY TRANSPORTATION CO. T

Good For One Fare T .15

Good For One Fare T .15

INTER TRANSIT CO. MARSHFIELD, WISC.
MW

Good For 1 Student Fare MW .10

(These 4 tokens are all the same .10

& have been dipped in enamel) .10

C-green D red E white F yellow .10

VYE'S BUS AND BAGGAGE LINE

OCONTO, WIS.

Good For One Ride 3.50

CITY BUS LINES (BUS)

Good For One Fare .10

ONE FARE TO ALLOUEZ OR SUPERIOR

STANDARD BUS LINES

"Ride on air" (Mfg's name & address Bz- plated) 2.00

B o A 25 Sd

850

A Bz 16 Bar

c- should be Bz

D o L 21 Sd

A o B 16 Ball

Wm 16 Bar

K B 19 Ch

L B 19 Pc

C o B 19 S

E B 16 Ball

F o Wm 16 Pc

CODY TRANSIT COMPANY C

Good For One Fare C .15

FAIRBANKS CITY TRANSIT SYSTEM ALASKA

Good For One Fare Zone One (BUS).25

NORTHERN BUS CO. (CONSTELLATION)

Good For One Bus Fare Ketchikan, Alaska .25

Same as J only pierced .25

PONCE STAR LINE INC.

Day School Token .15

P R T A PRTA

Good For One Fare PRTA .15

PORTO RICO RY. LT. & PR. CO.

Good For One Adult Fare .50

(Same as A only pierced)

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[The page contains several paragraphs of text that are extremely faint and mostly illegible due to heavy diagonal banding and low contrast. The text appears to be organized into sections, possibly with headings, but the specific content cannot be discerned.]